

For EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OVERSEAS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, please in advance, \$15
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1907.
Complete Edition \$10.00
Small 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 15,446. 號六十四百四千五萬一第 日一十月九年三十三緒光 HONGKONG, THURSDAY, OCTOBER 17TH, 1907 四拜禮 號七十月十年七零百九千一英港香 PRICE, \$3 PER MONTH.

WATSON'S
HYGIENOL
A POWERFUL DISINFECTANT
AND GERMICIDE.
CHEAP HARMLESS, EFFECTIVE
Per Pint Tin50 cents
" Gallon " \$2.00
A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY.
a1005

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.00 per cask ex Factory.
In Bags 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 3rd October, 1907. a1046

AUTOMATIC BROWNING
POCKET PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. 46

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. 575

A LING & CO.,
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. KUHN & KOMOR).

FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. 778-128

A. TACK & CO.,
26, DES VOUX ROAD, CENTRAL.

THE CHEAPEST AND BEST
PHOTO SUPPLIES
IN THE COLONY
DEVELOPING AND PRINTING
UNDERTAKEN.

A. TACK & CO.
Hongkong, 16th October, 1907. 1437

KUHN & KOMOR'S
ART CURIOS STORE
will be RE-OPENED on the 7th inst. at
No. 13, QUEEN'S ROAD (under
Connaught Hotel) and
A CLEARANCE SALE
At greatly Reduced Prices will be
held to the end of this month.
Inspection Cordially invited.
Hongkong, 3rd October, 1907. 1606

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE.

WEEK DAYS.
7.30 a.m. to 9.30 a.m. ... Every 10 minutes
9.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes
NIGHT CARS.
8.45 p.m. to 9.00 p.m., 9.45 to 11.15 p.m.,
every 15 minutes.
SATURDAYS.
Extra Cars at 11.20 p.m. and 11.45 p.m.
SUNDAYS.
7.30 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.00 a.m. to 12.00 Noon ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 10 minutes
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Building, Des Vaux
Road Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 9th May, 1907. 677

LANE, CRAWFORD & CO.

NEW STOCK OF SPORTING GOODS.
CRICKET BATS from \$6.00 each.
BALLS " 90 cents each.
STUMPS, LEG GUARDS, GLOVES, ETC.
TENNIS RACKETS from \$10.00 each.
BALLS per doz. \$9.00
POSTS, NETS, COURT MARKERS, ETC.
HOCKEY STICKS from \$2.75 each.
BALLS " 60 cents each.
LAWN BOWLS, QUOITS, CROQUET.
FOOTBALL RUGBY \$5.00 each.
ASSOCIATION from \$4.50 each.
SANDOW'S DEVELOPERS AND DUMB BELLS.

LANE, CRAWFORD & CO. 33

BREWER & CO., LIMITED.

FEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

LETT'S DIARIES, 1908.
Practical Shipbuilding, by Holmes,
2 Volumes; with Diagrams and
Illustrations \$30.00
Accounting and Banking, by A. Nixon
The Royal Scottish Academy, Special
Number of "The Studio" 3.50
Through Town and Jungle—14,000
Miles Awheel among the Temples
and People of the Indian Plains,
by W. Hunter Workman 10.00
A.B.C. Code; 5th edition.
Father Pink, by Wilson Barrett ... 1.50
The Monk's Treasure, by Geo. Horton... 1.50
Carette of Sark, by Orenham ... 1.50
The Lode Star, by Max Pemberton ... 1.50
The Nation's Best Pictures—A Selection
from the finest modern
Paintings in the Public Galleries of
Great Britain re-produced in
Colour, 24 Parts \$12.00
Leopold Shakespeare 2.50
Little Folks Volume 2.50
The Bridge Winner 70
Ball's Story of the Heavens 7.00
A NEW STOCK OF CHEAP NOVELS
35 Cents Each or 3 for \$1.
NEW STOCK:
AMERICAN SQUEEZER, PLAYING
CARDS, TYPEWRITER RIBBONS
for all Machines. a32

KAISHA
(MITSUI & CO.)

IMPORT EXPORT AND COMMISSION MERCHANTS.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 100, HOUSE STREET.
M. KOBAYASHI, Manager.

HEAD OFFICE—1, SUBURBACHO, TOKYO.

OTHER BRANCHES:
London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok,
Sourabaya, Manila, Canton, Swatow, Amoy, Foochow, Tientsin, Shanghai, Hankow,
Chifu, Tientsin, Newchwang, Tairen, Angung, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Maizuru, Mori, Wakamatsu, Kanatsu, Nagasaki, Kuchinozu,
Sasebo, Miike, Hakodate, Sapporo, Taipei, Tainan, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Mint and Arsenals; the State
Railways; Principal Railway Companies; Industrial Works; and Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines and
SOLE AGENTS for Fujinokuni, Hokoku, Kanada, Mamada, Ohtsuji, Onoura,
Sasabara, Takasago, Yoshio, Yumokihara, and other Coals.
IMPORTERS AND EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper, Silver,
Tin, Lead and other Metals, Railway Materials, Acid, Camphor, Flour, Cereals, Manure,
Rice, Opium, Kiangsi, Mushrooms, Sugar, Wax, Vermicelli, Sulphur, Hemp, Beer, Cement,
Cigarettes, Matches, Paper, Hides, Leather, Belts, Ties, &c. other Timber etc. 113.

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA
ESTABLISHED 1815.

	Per Case
BRANDY ★ ★ ★ ★	\$21.50
" ★ ★ ★	19.00
" ★ ★	16.00
WHISKY, PALL MALL	19.00
" JOHN WALKER & SONS'	
OLD HIGHLAND	12.00
" C. P. & CO.'S SPECIAL	
BLEND	10.00
PORT WINE, INVALIDS	19.00
" DOURO	13.00
SHERRY, AMOROSO	19.00
" LA TORRE	15.25
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS. a51

COTTAM & CO., LTD.,

GENTLEMEN'S TAILORS AND OUTFITTERS.

SUMMER SALE FOR 10 DAYS ONLY

TO MAKE ROOM FOR WINTER STOCK.

EVERYTHING REQUISITE FOR GENTLEMEN'S WEAR.

Hongkong, 17th October, 1907. 1870

PHOTO SUPPLIES.

LONG HING & CO.,

17, QUEEN'S ROAD, CENTRAL.

FRESH STOCKS OF

KODAK FILMS, IFORD PLATES AND

PAPERS, AND PHOTO GOODS

OF EVERY DESCRIPTION.

PRICES OF FILMS HAVE BEEN REDUCED.

DEVELOPING AND PRINTING A SPECIALITY. [a1018]

RECENT PUBLICATIONS OF KELLY & WALSH LTD.

"PAT" HIS OWN TALE, BY HIS OWN SELF	\$0.75	Exterritoriality. The Law relating to Consular Jurisdiction and to Residence in Oriental Countries, by Sir Francis Pigott	\$15.00
Ruth, A Poem, by R.M.	1.00	The Companies Ordinance of Hongkong with Introduction, Notes and an Index arranged, by J. W. Lee Jones	10.00
Lui Sing and Other Stories, by D. B. C. Pidgin English Tales and Others, Plaited and Drawn, by F. W. I. Alroy, &c.	3.00	List of the Higher Metropolitan and Provincial Authorities of China, corrected to June 1st, 1907, by S. F. Meyers	5.00
Rhythms and Rhymes in Chinese Climes, Chinese Poetry and Poets, by J. Dyer Ball	1.00	The Butterflies of Hongkong, by J. C. Kershaw. Illustrated with Coloured Plates and handsomely bound	15.00
"Ways that are Dark" Some Chapters on Chinese Etiquette and Social Procedure, by W. Gilbert Walsh	3.00	Lun-Heng. Philosophical Essays of Wang Chung. Translated from the Chinese and Annotated, by Alfred Forke	8.50
Eurasia, A Tale of Shanghai Life, by William A. Rivers	1.50	English and Chinese Dictionary, by John Chalmers. Seventh edition revised and much enlarged, by T. K. Daily	6.00
It Happened in Japan, by Baroness Albert D'Aethen	2.00	Cantonese Made Easy, by J. Dyer Ball; Part 2 now ready	3.00
Formosa: A Tale of the French Blockade of 1861-1865. A China Coast Tale, by Lise Boehm	1.00	Decimal Interest Tables from 1% to 9% by C. A. Martinho Marques	3.00
Five Thousand Years of John Chinaman, by J. Dyer Ball	75	New Edition Dollars or Table and Sterling Exchange Tables at different rates from 1 to 5. A seconding by 1/16th of a Penny	3.00
Japanese Studies, by H. G. Ponting. Colloquial, by K. Ogawa	5.00		a31
THE IMPERIAL ENGLISH AND CHINESE DATE BLOCK for 1908	75		
A History of, and Treatise on, the Law in Hongkong relating to Trade Marks, by C. D. Wilkinson	3.00		

BASS & CO'S PALE ALE
'HORSEHEAD' BRAND.

\$ 8.00 PER CASE ... 4 DOZEN QUARTS.
20.00 " " " " 8 " PNTS.
24.00 " " " " 12 " SPLITS.
LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS, a34
Hongkong, 15th October, 1907. 15, QUEEN'S ROAD CENTRAL.

CHAMPAGNE
G. H. MUMM & CO.,

THE MOST POPULAR WINE.

Can be had in the following qualities—
EXTRA DRY (Gout American).
BRUT (Cordon Rouge).

SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER BRANDS.

SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE

AT ALL WINE MERCHANTS IN THE COLONY, AND FROM

SHEWAN, TOMES & CO., SOLE AGENTS.

Hongkong, 1st June, 1907. [a1017]

TRADE MARK
TEN YEARS OLD.
\$13 PER DOZEN.
"WHITE HORSE" WHISKY
BOTTLED IN SCOTLAND
FROM THE ORIGINAL RECEIPT OF 1746.
SOLE AGENTS:
LANE, CRAWFORD & CO. a107

INSURANCE

THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)
Funds nearly £11,000,000.

BEST RE assuring elsewhere compare the Standard's rates with those of other Companies.
DODWELL & CO., LD.,
a1144-1 Agents.

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons
Well Furnished Reception Rooms
Private Bar and Billiard Room for Hotel Residents
Electric Lifts to each Floor.
Electric Lighting and Fans
Telephones on every Floor.
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHARGES MODERATE, AND NO EXTRA.
a42 **A. F. DAVIES, Manager.**

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (11 required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
Hongkong, 24th July, 1905. **MANAGER.** a1245

"KINGSOLERE,"
PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.

Telephone No. 134.

Telegraphic Address: "SACHSOLA."
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and stable for horses.
Proprietress, MRS. G. SACHSE. 45

THE GRAND HOTEL,
DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS

Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE
M. MAYLLE Proprietaires. 807

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA),
MACAO.

HAS been re-opened under European management and most strict supervision as to food cleanliness and hygiene of the place. All comforts of a home.
A most pleasant retreat for those desirous of a few days' rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. Two steamers (ss. Sui An and Sui Tai) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.
Cable Address—"BOAVISTA."
For Terms, apply **THE MANAGER.** a217

VICTORIA HOTEL
SHAMSHAN-CANTON.

FIRST CLASS EUROPEAN HOTEL

On the British Consession.

Electrically Lighted.

Every Modern Comfort and Convenience at Reasonable Rates.

Under the Personal Superintendence of

H. HAYNES, late Manager Hongkong Hotel

MACAO HOTEL.

TRIGRAMS—FARMER, MACAO, MACAO, CHINA.

In the Centre of the Praya Grande.

CAPT. T. AUSTIN, Manager.

Both Hotels Electrically Lighted and under experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

a1491 **WM. FARMER, Proprietor.**

WASSIAMULL ASSOMULL,

SAI HING STREET, CANTON BRANCH

CLEARANCE SALE.

Commencing from October 15th, positively for one month only.

A large and varied collection of Gold, Silver, Ivory, and Sandalwood Wares, Pongee and Canton Silks, Crepe and Crepe Shawls, Grass Cloth, Grass Cloth Embroideries, Silk Embroideries, &c.

Canton, 14th October, 1907. 1859

INTIMATION



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS,

BY APPOINTMENT TO HIS
EXCELLENCY THE GOVERNOR.

DEPOT FOR

THE FINE PRODUCTS OF

BURROUGHS WELLCOME

& Co., LONDON.

'TABLOID' BRAND PRODUCTS.

'SOLOID' BRAND PRODUCTS.

'KEPLER' MALT EXTRACT.

'KEPLER' SOLUTION OF COD LIVER
OIL IN MALT EXTRACT.

BEEF AND IRON WINE (B.W. & Co.)

'DARTING' LANOLINE PREPARA-
TIONS.

'HAZELINE,' 'HAZELINE CREAM'
HAZELINE SNOW, &c., &c., &c.

'TABLOID' MEDICINE CHESTS, AND
POCKET MEDICINE CASES.

The Fine Products of BURROUGHS WELLCOME & Co. are prescribed by leading Physicians all over the World.

A. S. WATSON & CO.,
LIMITED,

CHEMISTS AND DRUGGISTS,

THE HONGKONG DISPENSARY
ALEXANDRA BUILDINGS,

Hongkong, 14th October, 1907.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VUEX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 17TH, 1907.

"The entire superstructure of the Government of this Colony is glaringly faulty . . . and its acts arbitrary, disreputable, and unjust." That is what we had to say half a hundred years ago, in the way of duty; but nowadays, fortunately, things are not so bad, and we can manage to retain a quite Walterian love for the official worm even while we may be impaling it. Evidently up Battery Path, as in China, the spirit of reform is awaking. It cannot be said to be quite awake yet, for there can be no question of granting the petition of thirteen years ago, that the official members of the Legislative Council shall be allowed to speak and vote as they please. China is like to have a really representative system of Government before Hongkong, where the conditions are admittedly unfavourable for it. The letter of the COLONIAL SECRETARY, read at the meeting of the Sanitary Board, is, as reported, a trifle ambiguous. At first we were undecided as to its significance, and somewhat inclined to consider it petty. Indeed, its first effect was merely to recall the story of the builder's foreman, who called up to enquire how many men were on the scaffolding. Being told that there were three, he bawled, "Then half of yez come down." The Hon. Mr. MAY set the PRESIDENT a similar problem when he instructed him to seat the ex-officio and

representative members of the Sanitary Board alternately. It wasn't possible, so Dr. ATKINSON thought out a practical compromise. But seriously, what does the arrangement import? Is it a recognition of the fact that the official vote is top-heavy, and an attempt merely to disguise the fact? Is the splitting up of the bureaucratic phalanx equivalent to the covering of treacle over the brimstone, to make less evident to the strenuous representatives of the electors the fact that they must take their medicine just the same? Or does it mean a little more than that? In 1894 the people of Hongkong petitioned Parliament for an amendment of the constitution of the Crown Colony of Hongkong. They had grown weary of kicking against the pricks, and yearned for a "really effective voice in the management of their affairs, external and internal." They also asked for "perfect freedom of debate for the Official Members, with power to vote according to their conscientious convictions without being called to account or endangered in their positions by their votes." For very convincing reasons, which there is no present occasion to recapitulate, the petition was refused. We need only quote the answer relating to official speeches and votes. "Only one answer can be given to it," replied Lord RIPON, the Secretary of State, and that was "that the paid servants of the Government cannot be left free to oppose the Government. I should be surprised to learn that the Officials themselves wished to be given this freedom. It is in fact not peculiar to the Crown Colony system; it is of the essence of all administration that the paid supporters or components of a government should either vote for and when necessary speak for the settled policy of the government or else resign their places." Then what, we ask again, does this letter of the COLONIAL SECRETARY to the Sanitary Board import? Does it mean that the public officers who are members of the Board are free to vote as they please on any matters that come before them? If it does, it is a very thin sop for a hungry Cerberus. For even if they did vote with the unofficials, the Government could always veto the Board's decision; but beyond that, the COLONIAL SECRETARY's reminder of their alleged right—a right denied to them on the Legislative Council—does not change the situation. No authoritative machinery could induce such fearless voting and speaking, because "an official voting against the Governor would probably not consider himself any more secure for a governmental declaration that he was allowed freedom of speech. His promotion or his leave might be stopped, or his social relations embittered, without any one being required to give the reason." To begin with, then, it seems impossible to confer such a right; and in view of Lord RIPON's emphatic denial of the right, how comes it that it should now be suggested to Sanitary Board officials, if that is what the letter means? Having arrived so far, we have got to our original view that the thing is petty, and the reshuffling of chairs in the Board Room, "to remove the appearance of an official phalanx on the Board," strikes us as a childish performance. It is the result of the vote that shows the phalanx, and that cannot be changed. Some minds, however, assume that appearances are worth cultivating, and that the re-arrangement was worth while. There is, indeed, another point of view which it would not be honest to ignore. It may well be that His Excellency the GOVERNOR, deprecating the scandalously hostile attitude of official and unofficial members, has thought by this device to make the tension less patent and painful. Whether His Excellency has the power to over-ride the general principle laid down by Lord RIPON, or whether, having it, the official members of the Sanitary Board are likely to take advantage of their trust in him and the promise of immunity implied in the letter, are questions we do not feel competent to answer. Time alone can show us. Supposing it to be an honest attempt to ameliorate conditions neither pleasant nor creditable, we should receive it thankfully, and with our heartiest wishes for its success. Human nature being what it is, however, we cannot at the best estimate it as more than an example of good intent, and for the reasons before given, are inclined to doubt the likelihood of the desired good results eventuating.

There is a renewed interest in sport at the Happy Valley now that the Fleet has returned from the north.

A Debating Society will be inaugurated next Monday evening, in connection with St. George's Club.

The British Consul at Amoy has telegraphed that there are now no quarantine restrictions on arrivals from Hongkong.

For hawking intoxicating liquors at the Peak without a licence, two natives were yesterday fined \$10 apiece by Mr. Melbourne at the Police Court.

Congratulations will be tendered by his many friends to Mr. Guy Blood, one of the most enthusiastic of local volunteers on having received his commission. Several other officers, in addition to Lieutenant Blood, will make their debut at camp on Saturday.

The master of a fishing junk was arrested at Deep Bay on Monday night on a charge of exporting two rifles from the Colony. Before Mr. Melbourne at the Police Court yesterday he was found guilty and ordered to pay a fine of \$5.

The extraordinarily violent and rapid sterling exchange fluctuations during the last two weeks have doubtless been noted by our readers. Just at present the net result seems to be a downward tendency, and traders are hoping for a consequent revival of business.

Oma de Salager, a fireman on the s.s. *Maubani*, which vessel is at present lying at the Hung-hom Docks, was charged before Mr. C. D. Melbourne at the Police Court yesterday with assaulting a scraper. The charge was proved and the defendant ordered to pay a fine of \$5.

Messrs. Melchers & Co. received a telegram from Colombo yesterday saying that the Imperial German Mail Steamship *Prinz Ludwig* will leave Colombo on Friday, the 18th inst. and may be expected here on about Monday, the 28th inst. The steamer was detained at Antwerp for 8 days on account of strike.

The Staff of the C.M.S. Barter Mission Schools desire to thank all those who took part in the sale yesterday held in the City Hall, to Lady Lugard who kindly opened the sale, to the staff-holders who worked so energetically and successfully, to Capt. Marchant for lending the City Hall, to the Harbour Master for the loan of flags, and to the many friends who patronised the sale and either beforehand or on the day helped to render it a success.

The following is the result of the Examination for Promotion among Hongkong Volunteers.—Corps. Logan and Marshall, Bombs, Hayward, Sorby and Sayer, Gunners, Fugh, Bidden, Garrett and Crawford qualified for Sergeants. Gunner Jacks, Pierce, Loureiro, Watling, Hayward, B. F. Chapman, Pinks and Jackman qualified for Bombardiers. Gunners Raymond and Hope to be re-examined during Camp. 2nd Corporal, Kynoh, and Sapper Tenfesty have to qualify in Infantry drill for ranks of Corporal and 2nd Corporal. Bombardier Chapman has yet to pass in Infantry drill for the rank of Sergeant. Gunner Lock has to pass in Infantry drill for rank of Bombardier.

Mr. Marcus Stevenson, M.R.C.V.S., the veterinary surgeon who often gives evidence in horse cases at Highgate Police-court, tells an interesting story of canine sagacity. One evening a gentleman took a beautiful Japanese collie dog, which was suffering from a serious and painful affliction of the left ear, to Mr. Stevenson's surgery in Camden-road, Holloway. Mr. Stevenson operated on the animal, which was then taken by its master to his home over a mile away. On the following evening, the dog found its way unaccompanied to the surgery, and, as soon as the door was opened, jumped up on the operating table, and waited until the veterinary surgeon could attend to it. Mr. Stevenson examined its ear, and poured in some lotion, and the dog immediately left and went home. Every evening since, punctually at 8 o'clock, the dog has visited the surgery in the same manner and submitted to the same process which, says Mr. Stevenson, must be a painful one, and has then gone home again. The owner has not accompanied the dog once since the first evening, and the animal is still under treatment. Mr. Stevenson says that, in the course of a somewhat lengthy experience, he has never met a case like this before, for, as a rule, when a dog has once been on the operating table, it is only with great difficulty that it can be induced to enter the surgery again. It is a nice anecdote, but what is a "Japanese collie dog?"

SIR ROBERT HART RESIGNS?

MAN WHO REORGANISED CHINA'S FINANCES.

The "Express" Correspondent at Shanghai wired on September 9th.
Trustworthy news comes from Peking to-day that Sir Robert Hart has resigned his post as Director-General of the Imperial Chinese Customs, and is about to return to England.
Sir Robert Braden, the Deputy Inspector-General, has assumed Sir Robert Hart's duties. Sir Robert Hart returned recently to Peking from a holiday, but did not resume his post.
News was received in London a few days ago that several minor English officials in the Chinese Customs had resigned their posts and were coming home. Sir Robert Hart's resignation probably explains these retirements. It was announced some time ago that the Chinese Government was planning to get rid of the English officials in charge of the Customs administration and replace them by Chinese.

Sir Robert Hart, like so many pioneers of British influence, is an Irishman. For nearly half a century he has been the greatest man in China and the most powerful foreigner in the Far East.
He was born in 1835, and he joined the Consular Service, passing from it to the Chinese Customs in 1859. Since 1893, when he became Inspector-General of Customs, his influence in China has been immense, and no European knows so much of the country or its people.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SHREWSBURY RAILWAY
DISASTER.

LONDON, October 16th.

In the Shrewsbury railway disaster 19 passengers were killed and 30 injured, Mr. Bruce and the Misses Kate and Fanny Shepherd, seriously.

POWDER MILLS EXPLODE.

LONDON, October 16th.

The powder mills at Fontanet, Indiana, have exploded, and many people are reported to have been killed. Six hundred were injured.

ROYAL VISIT TO KOREA.

Tokyo, October 16th.

The Crown Prince has arrived at Chemulpo. He was escorted by the first squadron.

[REUTERS'S SERVICE.]

CROSBY HALL.

LONDON, October 14th.

Lord Curzon in subscribing ten guineas to the fund to save Crosby Hall, declares that its destruction would be a national loss, and almost a national disgrace. The King has written to the County Council hoping that the building will be saved.

LOSS OF A STEAMER ON LAKE SUPERIOR.

LONDON, October 14th.

The steamer *Cypress* foundered in a terrific storm on Lake Superior, 24 were drowned and one saved.

THE EMPEROR FRANCIS JOSEPH.

LONDON, October 14th.

The condition of the Emperor Francis Joseph is more encouraging. His Majesty received in audience Baron von Aehrenthal (Minister for Foreign Affairs) yesterday; the interview lasting 45 minutes.

THE PRICE OF WHEAT.

LONDON, October 14th.

The price of wheat in England is now 33/3 per quarter. It has risen an average of 4/- since 1st instant, and 14/- since 1st September, and is still rising. This, which portends exceptionally dear bread in the coming winter, is attributed to the smallness of the English field (of culture), the poorness of foreign crops, and the failure of the area of supply to extend commensurately with the demand of the world.

MASONIC.

At a Regular Convocation of the Naval and Military Royal Arch Chapter held in the Masonic Hall on the 15th instant, the election and installation of office bearers was successfully carried out by M. B. Comp. H. Horley assisted by M. E. Comp. A. W. Hill and Tang Chee, owing to the unavoidable absence of M. E. Comp. Dr. G. P. Jordan. The following is a list of Officers for the ensuing year.—M. E. Z. M. J. Comp. J. McInnes Gibson, M. E. H. M. E. Comp. J. Smith, M. E. J. M. E. Comp. J. Hutcheson, Scribe E. E. Comp. J. J. Blake, Scribe N. E. Comp. L. Stock, Treasurer. M. E. Comp. H. Horley, Principal Sojourner E. Comp. N. A. Johansen, Senior Sojourner E. Comp. E. Stonehouse, Junior Sojourner E. Comp. A. Courtes, Chancellor. E. Comp. W. H. Thomas, Steward E. Comp. G. E. Lindblom, Janitor E. Comp. J. Vanstone.

NO MORE UNTIDY HAIR.

PINNED OVER THE HAT TO DEFTY THE WIND.

Women heretofore are to be free, if they choose, from the vagaries of the weather, and look neat and tidy even on the windiest day. The emancipation is brought about by a clever little fashion of arranging the front hair over a small round hat, with a turn-up brim. Thus the hair is fastened by the hair, while the hair is held down and protected against the wind by the hat.

The front hair must remain undone until the hat is firmly pinned on. The finishing touch—the fascinating pompadour—is then applied. The hair is shaped gracefully over the brim, the ends tucked away under a tow, and a hair net fastened securely over hat and hair together.

So fortified a woman can go in the teeth of the wildest wind, and feel she has worsted her enemy.
Women motorists hail the new fashion with enthusiasm, for it does away with the awkward, not to say ugly, headgear to which they have long been martyrs. The time may be coming when, with a few more useful inventions, one may be able to recognize the features of a woman while motoring, when she will no longer sink the individuality of her appearance, or, as Sir William Angus said the recently, "go about in a motor-car disguised as a ghost."

SUPREME COURT.

Wednesday, October 16th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

MAKING A TENNIS COURT.

Tong Fuk, trading as Fuk Cheong, sued Wong Pak, trading as Wong Sam Cheong, for \$15, balance due for work done and material supplied. Mr. Crowther-Smith for Messrs. d'Almeida and Smith appeared for the plaintiff and Mr. R. A. Harding for the defendant.

Plaintiff, it appeared, was the sub-contractor for making a tennis court at a certain house and it was alleged by the defence that he had not carried out the work with the despatch that he promised.

After a lengthy hearing judgment was given for the defendant.

ALLEGED LARCENY OF SUGAR.

At the Magistrate's yesterday afternoon before Mr. F. A. Hazland the charge preferred against Chung Mung-ye, No. 1 godown keeper at the Takoo Sugar Works, of stealing 20 bags of sugar, was further heard. Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) prosecuted, and Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the defence.

Mr. Looker said he would have to apply for an adjournment as he had written to the other side asking them to produce books and documents showing the result of the checking of defendant's stock for the last two years, including the checking of October 1st, and these books had not been produced.

Mr. Master submitted that Mr. Looker should produce the books and call the persons who kept them as witnesses. He was quite prepared to furnish the names.

Mr. Looker—My friend is creating difficulties that do not exist. I want the books for the purpose of examination. I don't want to produce anyone to give evidence.

Mr. Master—We are quite prepared to give the names of the people who keep the stock-books.

Mr. Looker—I quite see you very much desire that I should call one or more witnesses so that you can cross-examine them.

His Worship—They must be produced by someone.

Mr. Looker—I want to know if my friend is prepared to produce the books without putting trouble and obstacles in the way?

Mr. Master—No.

Mr. Looker—Very well, I will ask for an adjournment. I must have the books before I can go on.

His Worship—I think it only fair that in a criminal trial the defence should obtain the books.

Mr. Master agreed to give Mr. Looker inspection as soon as he could obtain them, and the hearing was adjourned until to-day.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Farwell Cup was held at Happy Valley from the 12th to 14th October, 1907. The following returns were made:—

ROBERTSON FARWELL CUP.
* Mr. J. K. Grant ... 94 - 14 = 80
* Mr. T. S. Forrest ... 80 + 4 = 84
* Mr. E. J. Grist ... 85 - 8 = 86
* Mr. E. V. D. Farr ... 82 - 6 = 86
* Mr. T. C. Gray ... 83 - 7 = 86
(14 entries.)

POOL.
* Mr. J. K. Grant ... 94 - 16 = 78
* Mr. T. S. Forrest ... 80 + 3 = 82
* Mr. D. B. Murray ... 94 - 12 = 82
* Mr. E. J. Grist ... 85 - 2 = 83
* Mr. E. V. D. Farr ... 82 - 8 = 84
* Mr. T. C. Gray ... 83 - 9 = 84
(15 entries.)

* Winner of Cup and Pool.
The Profession Pairs Competition was won by Messrs. Forrest and Morley who beat Messrs. Farr and Worcester in the final by 4 up and 3 to play.

THE PIRACY OF THE "KILBURN."

A somewhat startling tale of the sea was given by the captain of the British steamer "Kilburn" which arrived at Yokohama at 8 a.m. on October 4. It appears that when the ship, laden with coal from Barry, was passing down the Red Sea, on her way to Japan, she was ransacked by about three hundred Arabian pirates. They made away with personal belongings of the crew, the ship's furniture, even some of the port holes, rigging, tackle, etc., in fact everything that was movable after which they took the crew captive, except the captain of whom they demanded a heavy ransom. The captain to save his head, parted with about a hundred pounds sterling. Later a few of the British sailors escaped from the pirates and applied for protection to the Turkish Government, who eventually conducted them to a place of safety. Subsequently the Turkish Government dispatched a warship to the scene of the wreck, but the pirates had long since deserted the place. A few of them, however, were later arrested, and the rest of the crew were released. The "Kilburn" was soon after refitted and left for her destination after being ashore about twenty days.—*Japan Mail.*

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Belgravia* left Shanghai on 16th inst. at 6 a.m., and may be expected here on 19th inst. at daylight.
The Mogul Line str. *Atoll* from Glasgow and Liverpool left Singapore on 15th inst. a.m., and is due here on Tuesday the 22nd inst.
The C.P.R. str. *Monteagle* arrived Shanghai at 5 a.m. on Tuesday the 15th inst., and left again at 6 p.m. same day for Hongkong where she is due to arrive at 1 p.m. to-morrow.
The C.P.R. str. *Empress of Japan* arrived Nagasaki at 4 a.m. on Wednesday the 16th inst., and left again at 4 p.m. same day for Shanghai where she is due to arrive at 8 p.m. to-day.
The C.P.R. str. *Empress of China* arrived Vancouver on Tuesday 15th inst. at 4.30 p.m.

FIFTY YEARS AGO.

[Extracts from the *Hongkong Daily Press* of Oct. 17th, 1857.]

"The Blockade of Canton is becoming unpopular. Some suspect its legality, others denounce the injustice of its partial application. It is alleged that whilst the continuance of it does not affect the trade of Macao—the business of this Colony is 'almost if not altogether' annihilated by it. That the partial and unjust application of the Blockade militates against the Trade of Hongkong while it is inoperative against that of Macao, cannot be denied. But when we find that at Macao four ships are loading for England, three for the United States, and three for Bombay, the fact cannot be disguised that other causes than the Blockade must contribute to produce the result. The fact is, that the entire superstructure of the Government of this Colony is so glaringly faulty, its adaptation so confessedly inappropriate, and its acts so arbitrary, disreputable, and unjust, that until the unparagoned annihilation of the elements of it shall allow the opportunity for reconstruction and reform, we shall hail no fitful or topical improvement in the Trade of it, as a welcome change. Its Traffic would be merely driven and diverted to Macao, where Trade being fostered and encouraged, more intense hatred against this place would be engendered even than that which now exists.

Let us not be misunderstood. We have been silent upon the subject of that Colonial Jonathan Wild—Mah-chow-wong. So measureless a miscreant has seldom dangled from a gibbet, or quailed before a judge. Were we to allow ourselves to characterise the ruffian as we might, we should awaken that malignant spirit of contradiction in our contemporaries, which has too long been the bane and blot of the Hongkong press. Instead of joining in the denunciation of Mah, we ourselves should probably be selected as the object of vituperative attack. But to our text. Is there a Trader in the South of China who has not heard of Mah-chow-wong? We may venture to say—not one. Is there a respectable Chinaman who has sufficient confidence in the Government of this Colony to allow his wife and family to reside within its limits? Few, if any. The very Comrades in the employ of Foreigners rarely dare to encounter the risk. The causes are obvious, but at the "head and front" of them frowns the dreaded presence of Mah-chow-wong. The Chinaman have long suspected that this proclaimed spy-pirate (who has had the address to be enabled to choose which character of the two suited his interest the better) enjoyed immunity from punishment; and indeed it would seem, they were not wrong. We thought with Dogberry "that transportation was no joke My Masters." We may be mistaken however.

But the matter has proceeded far enough; Abuse has done its utmost and a little utmost—it seems to be. We advocate combination—Should the convict be thrown loose on society again, we suggest that a respectful petition be addressed to the Secretary for the Colonies, detailing all the particulars of the Mah-chow-wong affair, and we will venture to predict that the Colony will soon be rid of his pestilent presence and of that of his abettor and associates.

We are pleased to see that the *Str. Toyonaka* (late the *Eglet*), is laid on for Amoy and Foochow, with the object we believe, of keeping her running on the line if she meets with sufficient encouragement—she is a leak vessel almost now, a most approved model, but having had old engines of small power and a worn out boiler, she has never done anything hitherto but crawl and make grief—Now and powerful engines have now been put into her, and we are much mistaken if she does not prove a most serviceable and suitable vessel for the line she is placed on, and that she cannot but pay. Capt. Chape is a very old trader on this coast, than whom a better selection could not have been made. We hope the owners will give the project a fair trial, and not be discouraged by short comings at starting. To give steam a fair chance, the confidence of the public as to regularity must be secured.

INTERPORT MATCHES.

The *Singapore Free Press* says:—
As the years pass by the difficulty of arranging interport cricket matches seems to increase with alarming instances. We see from Hongkong reports that they do not anticipate a hopeful reply from the Str. it regarding the attempt to arrange matches with the Straits, and from what we know locally this fear is quite accurate. It is difficult even to arrange inter settlement matches nowadays and the Hongkong excursion makes a really serious holiday. Moreover, as noted in our columns yesterday, there seems little likelihood that we shall see Burmah here this year or within any measurable time. If employers in these parts could only reconcile themselves to allowing the whole staff short holidays in rotation, and perhaps make their engagements run for a slightly longer period, it might be possible to fix up these matches, but as things stand at present it seems somewhat hard on the rest of an office staff to allow one man three weeks to go off and play cricket if the non-cricketers are told he cannot be spared when he wants a jaunt.

This is not however the chief difficulty, that difficulty is we feel certain that business has increased in its calls on time so much that men simply cannot be spared. It is inability more than unwillingness—and it is a condition of things one supposes we must resign ourselves to. At the same time a match once every three years or so might one imagines be arranged, but another great difficulty is that no club cares to send away non-representative teams, and we can never depend on being able to send away even half a dozen of an original twelve, and if one has to put six or eight second strings there is a tendency to cry the match off as not being worth troubling about. A conference between Kaitum, Burmah, the Straits, Hongkong and Shanghai if it could be arranged might lead to some results.

HOW THE PLAGUE CAME TO BOMBAY.

BY DORA D'ESPAGNE CHAPMAN.

I was in Bombay when the first man died of plague—there—plague brought, they said, by rats in a grain ship from Hongkong.

I remember till the excitement which underlay native apathy and European calmness, and the middle, the laissez-faire policy insisted upon by the Native Municipality, backed up by a Governor fresh from England. Also the gloomy prophecies of the experienced Anglo-Indian officials, prophecies based on a knowledge of the conditions in places like Constantinople where plague is endemic—and which have been fulfilled to the very letter.

"It will spread all over India," said these men, "it will cost you millions of lives" (over five millions to date), "millions of rupees, and you will never be rid of it unless—"

"What?"

"Unless you segregate the whole City of Bombay and allow no sick person to leave to spread the infection."

This was not so difficult as it sounds, for Bombay is almost an island, with plenty of empty ground on the near mainland where plague charges might have been erected.

But, no, the native municipality were, of course, fatalists, the Governor could not be induced to put his foot down, and the result was that half-and-half measures were adopted—measures that would have been well enough, perhaps, in England, but were futile in the East.

As thus. Every person leaving Bombay by train was examined for plague. Healthy Britons in high positions, travelling first class would be routed up in the small hours to have their armpits felt for bumps by native inspectors; and all the time, the roads leading to the mainland from the City of Bombay were choked and overflowing with bullock carts carrying native families fleeing from the "black death," and spreading it, unsuspected, over the great peninsula.

If you doubt this statement, and I admit it is remarkable, turn up the old files of the "Times of India," and read the letters protesting vainly against this unhygienic first class travel in the East and all through the native quarter door after door was marked with the red cross which meant that a plague case had been taken away to hospital; or the ringed enclosures which meant that a plague patient had died within. I have counted ten such crosses and three circles on a single door.

From our drawing-room window, which looked up the Esplanade Road towards the Floral Fountain that all travellers to Bombay pass as they drive to the station, we could see processions of native funerals, well-dressed and, faces uncovered, and mourners singing gruesome songs. Men and the earth in the Mahomedan burying-ground was heaped so high that nothing could save cholera when the rains came. (I remember that a native in a Government office made several thousands of rupees by selling his garden for a supplementary cemetery.) The Hindus, of course, bury their dead, so wood went up tremendously; I am not sure that the Government did not have to help supply it to the poorer classes.

The Floral Fountain stands at five cross roads, which need to be as busy as Piccadilly Circus, but with foot passengers. It was strange to observe how, in a few months, the square was almost empty. Leave of absence among the native clerks under Government had to be practically abolished, as it invariably meant that the clerk died "to his country" and came back no more. The only way by which the machinery of the city was kept going was by keeping every native's wages largely in specie, so that cupidity triumphed over panic.

The Yacht Club is the rendezvous of the English in Bombay. One day we had invited two or three friends to tea there, and on turning up promptly about five, were greeted with smiles. "Haven't you heard?" they said. "No, what?"

"Why, the Club Secretary is away and some idiot has paid all the servants up their wages. Every man jack of them has bolted!"

And so it was! There were only two or three head servants left, and I remember they prepared tea and cut bread and butter, which the gentlemen forged for themselves in lack of promises. These servants were all British Indians, but Roman Catholics from Goa. We heard afterwards that when the ship carrying them arrived there, the Goanese authorities refused to let them land.

It is impossible, absolutely and entirely impossible, for the homesteading Briton, though he be as intelligent as His Majesty the King, as Mr. John Morley, or any other great man of the day, to realise the immense difficulties under which the British officials labour in combating the plague against the wills and wishes of the native who die by it. It is possibly one little incident may give the readers of this article an insight.

One day (wasn't it?) turned up with the clothes abominably washed; on my protesting, "Ahi mi dukhla Mera sahiti" ("My eyes pain me"), he said, and pointed to his eyeballs, which were covered with what looked like great warts. "Why don't you go to the doctor?" "Not I!" They would take me away to the plague camp; they took two men from my street on my yesterday that were quite well!

"Dhoby," I said. "It costs money to keep men in hospital. Do you suppose the Sirkar would take the trouble to put your own off there, and feed and support you there, when you haven't plague, just for their own amusement?"

But it was no use. I argued for half an hour, and still he asserted that to go to the Government doctor would mean his being whipped off to the plague camp. It ended in the relative with whom I was staying giving him a chit to our own doctor, which the man gratefully took, and came back, clothes beautifully clean, to relate in triumph that the doctor had burnt his eyes out, and now he saw as well as ever he did!

Now, observe that this was in Bombay, the city which Charles II. has brought England as her dowry (and which Pepsys was so disappointed to find was "a poor little island"). This dhoby, his father and grandfather before him, had washed the clothes of English men and women and argued with them week by week about the rain they were to get. The upper class natives in Bombay are the most enlightened in India, many of the Mahomedan women having almost shed the purdah; and yet he believed this manifest absurdity. Is it any wonder that the British officials have trouble in carrying out sanitary regulations? Or that, in the plague hospitals, the patients would spit in the faces of the English ladies who had volunteered to nurse them?

Plague affects the heart, and the great problem of the nurses was to keep the patients on their backs at times when to sit up in bed might mean sudden death to a man who was, otherwise, on the high road to recovery. "Nothing short of ropes would really do it," I was told.

Europeans, of course, were and are practically immune from plague. I recollect one most exciting day, when two dead rats were discovered on the floor of the office over which we had Government quarters. Not a native would touch them, so my uncle had to take

THE REAL CAUSE OF THE ANTI-ASIATIC AGITATION.

In a leading article the *Journal of Commerce* prints a review of the Asiatic immigration question which is in striking and refreshing contrast to recent articles in other New York newspapers.

The *Journal of Commerce* shows how the "yellow" Press encouraged the anti-Japanese agitation in San Francisco and describes the organization of the Japanese and Korean Exclusion League, the attempt to deny Japanese children unrestricted admission to the public schools, and the "somewhat humiliating" course of the negotiations at Washington to ascertain how far the local authorities in San Francisco were willing to go in permitting the United States to enforce the provisions of a treaty with a friendly Power.

The *Journal of Commerce* then discusses the outbreak in Vancouver and remarks that British Columbia in its relation to the treaty with Japan occupies a position very similar to that of California in its relation to the United States and has quite as much excuse as California for making a similar treaty with the United States of no effect. The *Journal of Commerce* proceeds to show that it has taken the trouble to inquire into the real origin of the trouble, which other newspapers have not done. It places the blame on "the professional labour leaders, whose purpose it is to maintain a shortage of labour, so that with the demand greatly exceeding the supply it may be an easy matter to enforce any standard which the union may desire in regard to wages and hours of work." It is as true of British Columbia as it is of California, the paper adds, that no more Japanese will come there than are needed to supply the deficiency in the market, and that the only accusation which will lie against those who come is that they are industrious workers not at all subject to union domination.

The editorial articles in other New York papers are full of references to "the great assimilability" of the Japanese to "the good between the East and the West" and to "irreducible racial prejudice." It is undoubtedly true that violent racial hatred has been aroused on the Pacific coast, but it is effect, not cause. The origin of the present deplorable situation was simply the sordid desire of the labour leaders and politicians to increase their own power. What does the labouring man care whether or not a few thousand Orientals can be "assimilated"? The negro is less "assimilable" than the Japanese, but the negro is quite popular on the Pacific coast for the simple reason that he is not usually opposed to work and that therefore he does not interfere with the operations of the labour trust.

Every telegram from Washington contains a thinly disguised expression of satisfaction with the voting in Vancouver, it being supposed that the trouble there will make it easier for the United States to negotiate with Japan. There is, however, ground for believing that the Japanese Government is perfectly well informed as to the manner in which the disturbance was created and the quarter in which the blame should really be placed.

A SHIPPING SCANDAL.

THE SINKING OF A GARDIFF STEAMER. After a hearing extending over five days, the Board of Trade inquiry into the loss of the steamship *Gardiff*, which has lately been concluded at Cardiff, and the judgement of the Court was of a sensational nature. The *Powis* (managing owner, Mr. James Jenkins) left Scirphos, in the *Green Archipelago*, with a cargo of iron ore for Middlebrough, but sank off Scirphos after the crew had taken to the boats.

In delivering judgement, the Stipendiary said the Court was satisfied that sufficient measures were taken to prevent damage from being done to the *Gardiff* during loading at Scirphos, but she did not so sustain damage; she was started on her voyage in a good and seaworthy condition; and that she was not overloaded. When the ship was making water the master took no steps to ascertain the cause thereof, or the actual condition of the vessel, his excuse being that he thought she would go down. One of his first duties was to allay the fears of the crew and inspire confidence, whereas he merely superintended the operations for leaving Scirphos, which remained at a considerable time afterwards.

The vessel was not navigated with proper seamanship and care. The *Powis* was an old vessel, insured at an enhanced premium, and deeply in debt. The master was indirectly, if not directly, interested in her. There was some evidence of motive against the managing owner, for throwing the vessel away. There was no evidence as to whether the *Powis* was admitted to evidence that she was the *Powis* was worth £12,000, and £24,125 when at the bottom of the sea. The relationship of borrower and lender existed between the master and the managing owner, the latter at the inquiry accusing himself for his misrepresentation on this point by saying he forgot. With regard to the gratuities to members of the crew, the managing owner could not have been ignorant of the fact that they would be called upon to give evidence as to the loss of the vessel.

The insurance of the *Powis* exceeded its gross value by £9,000. The conduct of the managing owner was an entire absence of anxiety to save the vessel, the loss of which was understood to mean great gain to the managing owner and his firm. The probable cause of the water in the vessel was human agency. The master had been guilty of gross negligence, and his certificate would be suspended for eighteen months. The Court ordered all documents to be impounded, and directed the attention of the Public Prosecutor to the case. The Court desired to draw the Public Prosecutor's attention to the deliberate and repeated misrepresentations made by the managing owner, Mr. James Jenkins, during the course of the inquiry. During the last two years three inquiries have been held at Cardiff, at which it was shown that each of the vessels had been insured for many thousands of pounds in excess of her value.

A SUIT THAT HORSES SHY AT.

TERROR AT THE "ZOO." Mr. W. W. Umberbauer, a Philadelphia banker, had to change a suit of clothes on account of the peculiar effect the pattern had on horses in the Strand and other thoroughfares, the "Daily Mail" declares.

Mr. Umberbauer was a guest at the Hotel Cecil, and the suit is the latest thing in checks for American business men. The pattern is a sort of "lion" square worked in deep black and heliograph, with a tinge of bright red. Mr. Umberbauer claims that it is "the warmest thing in Europe" in colour.

At the "Zoo" Mr. Umberbauer, in the company of several friends, noticed that certain reptiles shrank away as soon as he approached the cages. Snakes, leopards, tigers, and even lions trembled when the visitor passed the railing. These incidents were attributed to coincidental null cab-horses in the hotel courtyard and the "lion" shield at the sight of the suit. It was at the earnest request of other American visitors that Mr. Umberbauer decided to reserve the wearing of his "speciality" until he returned to Philadelphia.

In an interview with a "Daily Mail" representative, Mr. Umberbauer admitted that the suit was probably "too flashy an article for the old country."

My suit was specially designed by myself, and I had the staff made to order. Now, he said, "everyone knows the Umberbauer suit, and it would be a distinct breach of etiquette, to my mind, were my friends to copy the idea. They can see me going on to the Exchange a mile away, while in the crowds in the business parts of Philadelphia they have little trouble in finding me when I am wanted in a hurry."

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Obedient Charmant, La Charmant and Special Skin Tonic and Powder Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A.S. is Watson & Co., Ltd., Sole Agents.

INDIA AND TIBET.

SLOWLY EXPANDING TRADE.

It may be remembered that in the Convention concluded between Sir Frank Younghusband and the authorities at Lhasa in September, 1904, and subsequently ratified with slight modifications by the British and Chinese Governments, provision was made that trade should be opened to British as well as Tibetan merchants at three places—Yatung, in the Chumbi Valley; Gyantse, on the road to Lhasa; and Gartok, in the extreme west of Tibet. Yatung had been proclaimed an open mart in earlier treaties, and there is stationed there a Chinese Commissioner of Customs.

The report of the Acting Consul-General, Mr. Vincent C. Henderson, for the year containing some highly interesting and instructive comments on the efforts that have been made since the British Mission to Lhasa to develop trade relations between India and Tibet.

Two very different pictures are presented in the report representing the situation, one from a pessimistic and the other from an optimistic point of view. Writing in February last Mr. Henderson had to admit that up to that time not a single British trader had established himself at any of the trade marts opened in Tibet. Indeed, not one has thought of opening his shop there, and the bulk of the trade is still conducted by middlemen—the Tomos of the Chumbi Valley—who purchase from Tibetan merchants at Phari Jong and sell again to Indian traders at Kalimpong, a village just outside of Darjiling. Yatung has long been known to be unsuited for a trade mart; Gartok has been described as a village, being merely a rendezvous where an annual fair is held; and when Mr. Henderson paid a visit to Gyantse he found there only seven natives who claimed to be British traders, and they turned out to be Nepoles. Their view of the situation at Gyantse was not very encouraging. Little actual trading could be done there. Such produce as was procurable came from the districts round Shigatse and Lhasa, and all business had to be conducted by letter or through agents. The fact is, Mr. Henderson confesses, there is little inducement to British traders to settle in Tibet. The climate is rigorous in the extreme. In 1905 the temperature at Yatung fell as low as seven degrees below zero Fahrenheit and never exceeded sixty eight degrees. Last year the total value of the trade that passed through Yatung—imports and exports—did not amount to £150,000. Tibet can command no credit; the currency is discredited, and even under the ablest and wisest administration no great development in the resources of the country is to be anticipated, unless possible through the exploitation of the mineral wealth. In short, Mr. Henderson declares that the unanimous opinion of foreigners who visit the country is "Tibet for the Tibetans, and welcome to it."

This, however, is only one side of the picture. Although the trade between India and Tibet is still of very slender dimensions, there are signs of a steady annual improvement. In 1895, the first year for which full statistics of the trade were published, imports and exports were valued at only just over a million rupees. Last year their combined value rose to Rs. 2,32,000, and of the increase about half a million rupees has been added since the signing of the Lhasa Convention. The Indian Government is assiduous in its efforts to improve existing conditions. The roads from India over the passes have been reconstructed on a grade that lessens the chances of the roads being blocked by the winter snows, and renders the transport of goods in every way. At Chumbi at Gyantse, and at Gartok, British agents have been appointed to watch over the interests of traders, and the roads in the interior, which formerly were in places dangerous both to man and beast, have been improved to such an extent that last January Captain O'Connor, the British agent at Gyantse, was able to drive a couple of motor-cars the entire distance from Phari to Gyantse. At every stage along the trade routes comfortable rest-houses for travellers have been erected, and so far as is possible in such a bleak and desert land as Tibet every facility is afforded for obtaining food, fuel, and supplies. The Chinese Government, on its part, has also been most active in its endeavours to foster and promote Tibetan trade. A year ago there arrived in the country his Excellency Chang Yin-tang, the Chinese High Commissioner to India and Tibet, accompanied by a large and well-informed staff, and the Commissioner at once instituted a searching inquiry into all matters appertaining to trade and administration. As the result of this inquiry many salutary changes have been recommended. Chinese trade representatives have been appointed to all the marts opened in Tibet, and Mr. Henderson is of opinion that trade should soon be disembarrassed of some of the chief difficulties under which it has had to labour in the past. If only the mineral products of the country are opened to exploitation on wise lines the commercial prospects will be greatly improved. It is in this direction that Mr. Henderson sees possibilities of the economic development of Tibet. There are known to exist large tracts of placer goldfields, gold in vein, and turquoise mines which are not at present allowed to be worked. The placer goldfields could be worked to great profit even by unskilled labour, and the fact of their existence is so generally public property that in these days of enterprise Mr. Henderson anticipates they are not likely to remain much longer virgin and unexplored.

THE WAR BALLOON.

The first "airship" of the British Army made its public trial at Farnborough and achieved a gratifying measure of success. A slight mishap compelled an early termination to the trip, but in no way detracted from the congratulations that were due to the designer to the War Office. Suffice it was seen to prove that we now have a dirigible balloon, and no longer, in this respect, lagging behind the War Department of France and Germany. The dirigible aeroplane is still a thing of the future, the science resulting in the construction of the new war balloon is obviously along the lines that must in time lead to the invention that will revolutionize existing conditions. Meanwhile it is in the first degree essential that we should keep abreast of all experiments in aeroplanes made by foreign Powers. That we are doing so seems to be testified by the trial at Farnborough, and that neither money nor energies will be spared in enabling us to continue to do so is sincerely to be hoped. *Daily Graphic*.

THE P. & O. PAMPHLET.

A new "Fleet Book" just issued by the P. & O. Company offers graphic pictorial representations of some of its leading types of steamship. Colours are not always well employed in such a connection, but in this instance they have been called into requisition with great success, and the result is a booklet of a particularly delicate kind. The interiors of some of the company's principal ships are represented with great accuracy of detail, and the illustrations are surrounded by tasteful designs, also in colours, taken from decorative work in the saloons of the India and from the friezes in the company's board-room in Leadenhall-street. The P. & O. Company has now maintained passenger services to the East for seventy years. One of the notable tendencies in the construction of its boats of late years has been the placing of the cabin accommodation, whether first or second, on the upper decks, so that ports hardly ever require to be closed on account of bad weather.

FRENCH "CAPTAIN KOEPEINICK."

The French Navy has just had its counterpart of the famous adventure of the "Captain Koepenick." For some weeks past two French torpedo-boats—Nos. 235 and 229—have been under repair at Harve. They were under the charge of a warrant officer, Mr. Prejeant. One day a well-dressed young man, about twenty-three years of age, made his appearance. He stated that he was a naval sub-lieutenant and son of Admiral de Cuverville, and that he had been sent by the admiral commanding at Cherbourg to take command of the torpedo-boats.

On his coming to Harve the flag was duly hoisted on the usual honour pole. The warrant officer and the engineer officer on board with some diffidence invited him to dinner, which he at once accepted. M. de Cuverville stated that he had not brought his uniform with him, and begged the engineer officer to lend him one, which the latter did. A local tailor made the necessary changes to fit to his rank.

Every day he came on board to "inspect" the vessel under his command, and made use of the boats and rowing boats. He spent money freely, which he easily obtained from Harve money lenders, who made no difficulties about making large advances to the son of Admiral de Cuverville, the well-known Senator, and formerly Chief of the Staff of the French Navy. For two months he came and went, moving his torpedo-boats about with the greatest "aplomb." At the end of two months he went off, first delighting the crew by removing all the punishments which had been given by the warrant officer at Cherbourg he tried to reverse the experience, but that port is a naval arsenal, and he soon excited suspicion and was finally arrested.

INDIA AND TIBET.

SLOWLY EXPANDING TRADE.

It may be remembered that in the Convention concluded between Sir Frank Younghusband and the authorities at Lhasa in September, 1904, and subsequently ratified with slight modifications by the British and Chinese Governments, provision was made that trade should be opened to British as well as Tibetan merchants at three places—Yatung, in the Chumbi Valley; Gyantse, on the road to Lhasa; and Gartok, in the extreme west of Tibet. Yatung had been proclaimed an open mart in earlier treaties, and there is stationed there a Chinese Commissioner of Customs.

The report of the Acting Consul-General, Mr. Vincent C. Henderson, for the year containing some highly interesting and instructive comments on the efforts that have been made since the British Mission to Lhasa to develop trade relations between India and Tibet.

Two very different pictures are presented in the report representing the situation, one from a pessimistic and the other from an optimistic point of view. Writing in February last Mr. Henderson had to admit that up to that time not a single British trader had established himself at any of the trade marts opened in Tibet. Indeed, not one has thought of opening his shop there, and the bulk of the trade is still conducted by middlemen—the Tomos of the Chumbi Valley—who purchase from Tibetan merchants at Phari Jong and sell again to Indian traders at Kalimpong, a village just outside of Darjiling. Yatung has long been known to be unsuited for a trade mart; Gartok has been described as a village, being merely a rendezvous where an annual fair is held; and when Mr. Henderson paid a visit to Gyantse he found there only seven natives who claimed to be British traders, and they turned out to be Nepoles. Their view of the situation at Gyantse was not very encouraging. Little actual trading could be done there. Such produce as was procurable came from the districts round Shigatse and Lhasa, and all business had to be conducted by letter or through agents. The fact is, Mr. Henderson confesses, there is little inducement to British traders to settle in Tibet. The climate is rigorous in the extreme. In 1905 the temperature at Yatung fell as low as seven degrees below zero Fahrenheit and never exceeded sixty eight degrees. Last year the total value of the trade that passed through Yatung—imports and exports—did not amount to £150,000. Tibet can command no credit; the currency is discredited, and even under the ablest and wisest administration no great development in the resources of the country is to be anticipated, unless possible through the exploitation of the mineral wealth. In short, Mr. Henderson declares that the unanimous opinion of foreigners who visit the country is "Tibet for the Tibetans, and welcome to it."

This, however, is only one side of the picture. Although the trade between India and Tibet is still of very slender dimensions, there are signs of a steady annual improvement. In 1895, the first year for which full statistics of the trade were published, imports and exports were valued at only just over a million rupees. Last year their combined value rose to Rs. 2,32,000, and of the increase about half a million rupees has been added since the signing of the Lhasa Convention. The Indian Government is assiduous in its efforts to improve existing conditions. The roads from India over the passes have been reconstructed on a grade that lessens the chances of the roads being blocked by the winter snows, and renders the transport of goods in every way. At Chumbi at Gyantse, and at Gartok, British agents have been appointed to watch over the interests of traders, and the roads in the interior, which formerly were in places dangerous both to man and beast, have been improved to such an extent that last January Captain O'Connor, the British agent at Gyantse, was able to drive a couple of motor-cars the entire distance from Phari to Gyantse. At every stage along the trade routes comfortable rest-houses for travellers have been erected, and so far as is possible in such a bleak and desert land as Tibet every facility is afforded for obtaining food, fuel, and supplies. The Chinese Government, on its part, has also been most active in its endeavours to foster and promote Tibetan trade. A year ago there arrived in the country his Excellency Chang Yin-tang, the Chinese High Commissioner to India and Tibet, accompanied by a large and well-informed staff, and the Commissioner at once instituted a searching inquiry into all matters appertaining to trade and administration. As the result of this inquiry many salutary changes have been recommended. Chinese trade representatives have been appointed to all the marts opened in Tibet, and Mr. Henderson is of opinion that trade should soon be disembarrassed of some of the chief difficulties under which it has had to labour in the past. If only the mineral products of the country are opened to exploitation on wise lines the commercial prospects will be greatly improved. It is in this direction that Mr. Henderson sees possibilities of the economic development of Tibet. There are known to exist large tracts of placer goldfields, gold in vein, and turquoise mines which are not at present allowed to be worked. The placer goldfields could be worked to great profit even by unskilled labour, and the fact of their existence is so generally public property that in these days of enterprise Mr. Henderson anticipates they are not likely to remain much longer virgin and unexplored.

This, however, is only one side of the picture. Although the trade between India and Tibet is still of very slender dimensions, there are signs of a steady annual improvement. In 1895, the first year for which full statistics of the trade were published, imports and exports were valued at only just over a million rupees. Last year their combined value rose to Rs. 2,32,000, and of the increase about half a million rupees has been added since the signing of the Lhasa Convention. The Indian Government is assiduous in its efforts to improve existing conditions. The roads from India over the passes have been reconstructed on a grade that lessens the chances of the roads being blocked by the winter snows, and renders the transport of goods in every way. At Chumbi at Gyantse, and at Gartok, British agents have been appointed to watch over the interests of traders, and the roads in the interior, which formerly were in places dangerous both to man and beast, have been improved to such an extent that last January Captain O'Connor, the British agent at Gyantse, was able to drive a couple of motor-cars the entire distance from Phari to Gyantse. At every stage along the trade routes comfortable rest-houses for travellers have been erected, and so far as is possible in such a bleak and desert land as Tibet every facility is afforded for obtaining food, fuel, and supplies. The Chinese Government, on its part, has also been most active in its endeavours to foster and promote Tibetan trade. A year ago there arrived in the country his Excellency Chang Yin-tang, the Chinese High Commissioner to India and Tibet, accompanied by a large and well-informed staff, and the Commissioner at once instituted a searching inquiry into all matters appertaining to trade and administration. As the result of this inquiry many salutary changes have been recommended. Chinese trade representatives have been appointed to all the marts opened in Tibet, and Mr. Henderson is of opinion that trade should soon be disembarrassed of some of the chief difficulties under which it has had to labour in the past. If only the mineral products of the country are opened to exploitation on wise lines the commercial prospects will be greatly improved. It is in this direction that Mr. Henderson sees possibilities of the economic development of Tibet. There are known to exist large tracts of placer goldfields, gold in vein, and turquoise mines which are not at present allowed to be worked. The placer goldfields could be worked to great profit even by unskilled labour, and the fact of their existence is so generally public property that in these days of enterprise Mr. Henderson anticipates they are not likely to remain much longer virgin and unexplored.

This, however, is only one side of the picture. Although the trade between India and Tibet is still of very slender dimensions, there are signs of a steady annual improvement. In 1895, the first year for which full statistics of the trade were published, imports and exports were valued at only just over a million rupees. Last year their combined value rose to Rs. 2,32,000, and of the increase about half a million rupees has been added since the signing of the Lhasa Convention. The Indian Government is assiduous in its efforts to improve existing conditions. The roads from India over the passes have been reconstructed on a grade that lessens the chances of the roads being blocked by the winter snows, and renders the transport of goods in every way. At Chumbi at Gyantse, and at Gartok, British agents have been appointed to watch over the interests of traders, and the roads in the interior, which formerly were in places dangerous both to man and beast, have been improved to such an extent that last January Captain O'Connor, the British agent at Gyantse, was able to drive a couple of motor-cars the entire distance from Phari to Gyantse. At every stage along the trade routes comfortable rest-houses for travellers have been erected, and so far as is possible in such a bleak and desert land as Tibet every facility is afforded for obtaining food, fuel, and supplies. The Chinese Government, on its part, has also been most active in its endeavours to foster and promote Tibetan trade. A year ago there arrived in the country his Excellency Chang Yin-tang, the Chinese High Commissioner to India and Tibet, accompanied by a large and well-informed staff, and the Commissioner at once instituted a searching inquiry into all matters appertaining to trade and administration. As the result of this inquiry many salutary changes have been recommended. Chinese trade representatives have been appointed to all the marts opened in Tibet, and Mr. Henderson is of opinion that trade should soon be disembarrassed of some of the chief difficulties under which it has had to labour in the past. If only the mineral products of the country are opened to exploitation on wise lines the commercial prospects will be greatly improved. It is in this direction that Mr. Henderson sees possibilities of the economic development of Tibet. There are known to exist large tracts of placer goldfields, gold in vein, and turquoise mines which are not at present allowed to be worked. The placer goldfields could be worked to great profit even by unskilled labour, and the fact of their existence is so generally public property that in these days of enterprise Mr. Henderson anticipates they are not likely to remain much longer virgin and unexplored.

This, however, is only one side of the picture. Although the trade between India and Tibet is still of very slender dimensions, there are signs of a steady annual improvement. In 1895, the first year for which full statistics of the trade were published, imports and exports were valued at only just over a million rupees. Last year their combined value rose to Rs. 2,32,000, and of the increase about half a million rupees has been added since the signing of the Lhasa Convention. The Indian Government is assiduous in its efforts to improve existing conditions. The roads from India over the passes have been reconstructed on a grade that lessens the chances of the roads being blocked by the winter snows, and renders the transport of goods in every way. At Chumbi at Gyantse, and at Gartok, British agents have been appointed to watch over the interests of traders, and the roads in the interior, which formerly were in places dangerous both to man and beast, have been improved to such an extent that last January Captain O'Connor, the British agent at Gyantse, was able to drive a couple of motor-cars the entire distance from Phari to Gyantse. At every stage along the trade routes comfortable rest-houses for travellers have been erected, and so far as is possible in such a bleak and desert land as Tibet every facility is afforded for obtaining food, fuel, and supplies. The Chinese Government, on its part, has also been most active in its endeavours to foster and promote Tibetan trade. A year ago there arrived in the country his Excellency Chang Yin-tang, the Chinese High Commissioner to India and Tibet, accompanied by a large and well-informed staff, and the Commissioner at once instituted a searching inquiry into all matters appertaining to trade and administration. As the result of this inquiry many salutary changes have been recommended. Chinese trade representatives have been appointed to all the marts opened in Tibet, and Mr. Henderson is of opinion that trade should soon be disembarrassed of some of the chief difficulties under which it has had to labour in the past. If only the mineral products of the country are opened to exploitation on wise lines the commercial prospects will be greatly improved. It is in this direction that Mr. Henderson sees possibilities of the economic development of Tibet. There are known to exist large tracts of placer goldfields, gold in vein, and turquoise mines which are not at present allowed to be worked. The placer goldfields could be worked to great profit even by unskilled labour, and the fact of their existence is so generally public property that in these days of enterprise Mr. Henderson anticipates they are not likely to remain much longer virgin and unexplored.

This, however, is only one side of the picture. Although the trade between India and Tibet is still of very slender dimensions, there are signs of a steady annual improvement. In 1895, the first year for which full statistics of the trade were published, imports and exports were valued at only just over a million rupees. Last year their combined value rose to Rs. 2,32,000, and of the increase about half a million rupees has been added since the signing of the Lhasa Convention. The Indian Government is assiduous in its efforts to improve existing conditions. The roads from India over the passes have been reconstructed on a grade that lessens the chances of the roads being blocked by the winter snows, and renders the transport of goods in every way. At Chumbi at Gyantse, and at Gartok, British agents have been appointed to watch over the interests of traders, and the roads in the interior, which formerly were in places dangerous both to man and beast, have been improved to such an extent that last January Captain O'Connor, the British agent at Gyantse, was able to drive a couple of motor-cars the entire distance from Phari to Gyantse. At every stage along the trade routes comfortable rest-houses for travellers have been erected, and so far as is possible in such a bleak and desert land as Tibet every facility is afforded for obtaining food, fuel, and supplies. The Chinese Government, on its part, has also been most active in its endeavours to foster and promote Tibetan trade. A year ago there arrived in the country his Excellency Chang Yin-tang, the Chinese High Commissioner to India and Tibet, accompanied by a large and well-informed staff, and the Commissioner at once instituted a searching inquiry into all matters appertaining to trade and administration. As the result of this inquiry many salutary changes have been recommended. Chinese trade representatives have been appointed to all the marts opened in Tibet, and Mr. Henderson is of opinion that trade should soon be disembarrassed of some of the chief difficulties under which it has had to labour in the past. If only the mineral products of the country are opened to exploitation on wise lines the commercial prospects will be greatly improved. It is in this direction that Mr. Henderson sees possibilities of the economic development of Tibet. There are known to exist large tracts of placer goldfields, gold in vein, and turquoise mines which are not at present allowed to be worked. The placer goldfields could be worked to great profit even by unskilled labour, and the fact of their existence is so generally public property that in these days of enterprise Mr. Henderson anticipates they are not likely to remain much longer virgin and unexplored.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 16th at 11.55 a.m.—The barometer has fallen moderately over N. China, and a slight fall has occurred also at the Southern stations.

Pressure remains low over the China Sea to the Southwest of the Pannos, and apparently a depression is developing over Central China. The highest pressure is probably over Japan. Fresh to moderate N.E. and E. winds are not yet to be expected in the Formosa Channel, and fresh and strong N.E. and E. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. and E. winds, fresh to mod. rate; fair.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Loochoo	Same as No. 1.
South coast of China between Loochoo and Hainan	N.E. winds, strong.

"CLUB" SCOTCH WHISKY, OUR SPECIAL BLEND OF FINEST OLD SCOTCH WHISKIES.

PUREST, LIGHTEST AND THOROUGHLY MATURED IN WOOD.

From the two perfect elements of maturity and purity, comes the superb quality and rich flavour of

"CLUB WHISKY"

TRY IT WITH "TAXAN" or SODA.

PER DOZEN

\$14.00.

Discount allowed in accordance with fluctuation of exchange.

H. PRICE & CO., LTD. WINE & SPIRIT MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

DEGENERATION NOT PROGRESS.

THE OUTSTANDING FACT IN HISTORY.

Sir W. M. Ramsay's status as a scientific historian will compel attention to a remarkable article which he contributes to the *Contemporary Review* on St. Paul's philosophy of history. Especially remarkable is the courage with which the writer attacks the fashionable theory of religious evolution. As he says:—

The modern method is based on the assumption that there takes place normally a continuous development in religion, in thought, and in civilisation, since primitive times; that such a development has been practically universal among the more civilised races, that as to certain less civilised races either they have remained stationary, or progress among them has been abnormally slow; that the primitive in religion is barbarous, savage, bloodthirsty, and low in the scale of civilisation, and that the line of growth normally and usually is towards the milder, the more gracious, and the nobler forms of religion; that the primitive types of religion can be recovered by studying the savage of the present day, and that the lowest savage is the most primitive.

The writer gives an interesting account of what led him to renounce this theory. In the latter part of his undergraduate life at Oxford, after careful study of the most developed stage of Aristotle's philosophy, he was compelled by the law of the University, much against his own will, to study the letter of Paul to the Galatians. So he discovered that in Paul, for the first time since Aristotle, Greek philosophy made

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905 £17,537,119.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 887,500 0 0
II. FUND... 3,886,720 10 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1461

THE GLORIOUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.,
Agents.
Hongkong, 13th August 1905. 29

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 114

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate. Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Tang Yuen"). 143

PRIVATE BOARD AND RESIDENCE

MRS. O'ILLANDERS
"CLAREMONT"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 1530

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Ring Loong Street, (1st Street West of Central Market) Telephone No. 515.

PHOTOGRAPHER.

M. MUMBY, JAPANESE ARTIST.
Bromide and Oxyton Enlargements and also colouring Photos and relief Photos. Views of China and Japan. Work done for Amateurs; Mr. 8A, Queen's Road Central.
Good Panorama Views of Hongkong, recently taken, on sale.

TYPEWRITERS.

J. C. DOS REMEDIOS & CO., 19, Queen's Road Central, (First Floor) Agents ROYAL BAR LOCK TYPEWRITER CO., Machines Ribbons, etc., always in stock.

F. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 19, Queen's Road Central (First floor).



MITSU BISHI DOCKYARD AND ENGINE WORKS, YAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714
Width of Entrance on Top... 961
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide 241

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide 64

DOCK No. 2.
Extreme Length... 571 feet.
Length on Blocks... 535
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 92

PATENT SLIP.
Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING, REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.
The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. 789

NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG.
New Twin Screw Steamer, Capt. J. McGINLEY,
Leaves Hongkong for Canton at 9 P.M. on MONDAY, WEDNESDAY and FRIDAY.

Leaves Canton for Hongkong at 5.30 P.M. on TUESDAY, THURSDAY & SATURDAY.
Fare 1st Class... \$3 single passage
Meals... \$1 each.

ALSO
SPECIAL EXCURSIONS TO MACAO or every SUNDAY
Leaving Hongkong at 9 A.M.

Returning from Macao at 6.30 P.M.
Fare 1st Class \$1.50 single passage
2nd... 80
3rd... 40
Meals \$1 each.

Servants' passages must be paid for.
CHEUNG ON STEAMBOAT CO., LD.,
No. 222, Des Voeux Road Central.
Hongkong, 19th September, 1907. 1527

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 8880. at \$6.47 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inpection Invited.

WM. SCHMIDT & CO.,
Hongkong, 28th October, 1905. 1669

CHILDREN OF FAR CATHAY.
A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALLCUMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNELL.
Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

Price... \$3.50
To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & Co. or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR
日曆英中十年十五

FROM 1st JANUARY, 1904 TO 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 76th CYCLE TO THE 50th YEAR OF THE 76th CYCLE, THAT IS THE 3RD YEAR OF TONG CHI TO THE 32nd YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.
Hongkong, 3rd October, 1905. 1341

MARTIN'S APOLLO STEEL
For Ladies' PILLS

A French Remedy for all irregularities. Thousands of Ladies have testified to the efficacy of this medicine. It is a French Remedy for all irregularities. Thousands of Ladies have testified to the efficacy of this medicine. It is a French Remedy for all irregularities. Thousands of Ladies have testified to the efficacy of this medicine.

新中外港香
CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY.

Is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FIFTY YEARS.

Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong; 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

PRINTING

AND

BOOKBINDING

OF

ALL DESCRIPTIONS

BUSINESS CIRCULARS,

COMPANY PROSPECTUSES,

COMPANY REPORTS & BALANCE SHEETS

BILLS OF LADING,

FIRE & MARINE INSURANCE FORMS

STOREKEEPERS' PRICE LISTS,

COMMERCIAL CODES,

COMMERCIAL REPORTS,

COMMERCIAL FORMS OF ANY KIND,

ALSO

MENU CARDS, VISITING CARDS, INVITATION CARDS, &c.

LEDGERS & ACCOUNT BOOKS

MADE TO ORDER

PERIODICALS BOUND AND BOOKS OF

ALL KINDS RE-BOUND

IN THE BEST MATERIALS.

Estimates furnished on Application to the Printing Department "HONGKONG DAILY PRESS" Office.

PRINTING.

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

ON THE JAPANESE WAY.

POLITICAL FIRST PRINCIPLES.

"Breaking off our old methods," said the Emperor of Japan in 1868 on the occasion of the Restoration, "we will follow the public pathway of Heaven and earth." Of this aspiration and rule in life recent Japanese history is the illustration and the proof. The Army and the Navy of modern Japan, has educational equipment, and her commercial organization and activities have come to her by adoption and adaptation—in a liberal sense by appropriation after full inquiry made—and one hesitates whether to marvel more at the thoroughness of the preliminary investigations or at the ready success of the deliberate application. Similarly, Japan's first attempt at the government of a colony, in Formosa, was preceded by minute inquiries into methods of colonial administration, especially those of Britain, and we may not utterly repudiate, even if we cannot with knowledge and confidence endorse, the claim put forward by a Japanese writer in the current number of the *Political Science Quarterly*, that in Baron Kodama and Baron Goto Japan has produced colonial administrators worthy of ranking with Lord Cromer. In the more fact of publication (in this country) of "The Diplomatic Guide," "drawn up by the Legation of Japan in Paris," in 1874, those who are of a curious turn in their interests will see a particular illustration of the Japanese method of following the public highway. But perhaps the most striking and fertile fact in all the life of the new Japan, as reflecting and modifying a habit of mind, is to be found in the creation of her Constitution.

The Japanese themselves, indeed, or such of them as either by their outlook on life or merely by reason of their years bridge the old Japan and the new, may take exception to the relevance of the word "creation" as applied to the establishment of their Constitution of to-day; they hold that, as much in the sphere of constitution and political ideas as in the sphere of commercial effort and military activity, the Japanese nation was prepared by its past for what it is and what it does now. "Natural non fact saltem"—or Nature has not, after all, made in Japan that vast leap, forbidden but triumphant, with which we in the West were disposed to associate her: Nature (whatever she be and however she displays and disports herself in politics) has not been so far untrue to herself as to make the Japanese nation of our own time native to the Japanese of the past. In Japan there is even a national consciousness unexpressed to-day and almost unknown. It is the result of the past—the past in the present—it is the inspiration and the safeguard of the present. It may save the Japanese genius for selficism from the dangers of indifference in principle; it has to interweave what is traditional and sound in the old and tried morality with what is new and strong in an impersonal and partly alien law and manner of rule. Possibly just as there were profound mysteries of Buddhism that could not be explained in "the Hearnian dialect," there must be a vitality for a mystery—in politics and Western that is not for the life Japanese in spite of the deities of the Japanese intellect. But there seems little doubt that the national consciousness in Japan, as of late revealed, is of a character that some of the nations of the West will themselves have to cultivate. It may be necessary to develop and evoke it even in Britain, as the ultimate security, if we cannot have it as the constant defence, against the perils of internal discord, engendered by specious and unreasoning appeals to a new justice, and intensified by an active reliance on a political instrument, which the modern acceptance of democracy has brought under the control of numbers, before citizenship, with its rights and powers for individuals and classes, has been taught its duties to the State. If the first duty of a citizen be (as it is) to know and to work for, and himself in his own life (as far as he can) to realize, his State or the best it stands for, then we in Britain may learn, and should be brought to learn betimes, from those to whom we ourselves have been teachers in politics. We in this country do not understand Britain—do not as men and as citizens conceive and realize Britain—so fully as the Japanese, individually and as a people, understand and realize Japan; and yet this reflection of the State in the individual is the first and essential desideratum for political health. If sound in the general in politics, we shall not go far astray in the particular.

A pre-eminent example of the combination of eclecticism and nationalism in the Japanese mind is furnished by the "Commentaries on the Constitution of the Empire of Japan," written in 1889 by the Marquis (then Count) Ito, an English translation of which, made by a Japanese, were published at the time of Tokyo. We cannot think of the modern Japan without thinking of the Marquis Ito, and as we read the "Federalist" of Hamilton and Jay for the making of the Constitution of the American Commonwealth so we possess in the "Commentaries" of the Marquis Ito a primary authority on the making and the interpretation of the Constitution of Japan; and both the "Commentaries" and the "Federalist" are in themselves valuable studies in comparative politics. "I, Hirobumi," Count Hirobumi, the first Prime Minister of Japan, who engaged with the officials subordinate to him in the study of these laws, have made notes of the results of our investigations, and after revision of them I have given them the name of "Commentaries." Therefore, they are not confined to thoughts and things Japanese. Were it not to rise too high expectations for the exquisite classical mind, they might even be termed "synoptic." For our present limited purposes it is adequate that they are suggestive and are perhaps pertinent to situations in politics with which we are all familiar. They are of interest and of use when they treat, by historical fact and idea, of the reverence for and devotion to the Emperor or even of the principle of sovereignty; but the interest and the value are greater than the realities discussed have tangible results or practical manifestations that are observed by all, and may affect more than the Japanese themselves. Here, for example, is part of the comment on the twentieth article of the Constitution enjoining the service of Japanese subjects in the Army or the Navy according to the provisions of the law: "From the time immemorial the people of this land have always held that to make sacrifice of home and life and to fight for one's country, whenever its need require it, was both admirable and manly. The spirit of loyalty, like the sentiment of honour" (the word is known at the Government printing office, Tokio), "has come down to us from our ancestors; and, gradually taking a firm hold upon the hearts and minds of all, this spirit has become the general characteristic of the nation." The Emperor Shomu (734-748 A.D.) once said: "As Osho-Saiki-Sukuno was wont to say, your ancestors having been entirely devoted to the services of their Emperors, they used to sing this song: Does my way lead me over the sea, Let the waves entomb my corpse; Does my destiny lead me over the mountains, Let the grass cover my remains; Where'er I go shall by my lord's side expire; 'Tis not in peace and ease that I shall die."

These verses have been sung by our soldiery in every age and have proved of powerful influence in developing loyal and martial feelings."

The same duty of service and (if need be) of sacrifice for the State is inculcated, or merely expounded, in the views advanced on taxation. Against the view that taxation involves essentially an exchange of services by the Government for duties by the people, thus making consent or refusal to pay depend upon the amount of benefit received, and upon the subject's interpretation of the benefit, it is laid down that the payment of taxes is a duty owed to the State as such—to the State with its obligations contracted in the past as much as for its powers and capacities in the present, and accordingly that such payment is "neither enervance in response to exaction nor remuneration for certain favours which have been received upon a mutual understanding." Loyalty to the State may require that the individual as citizen should contribute, even though he gets or thinks he gets no benefit in return. It is recognised, however, that the benefits conferred may be considerable, and are not fixed either in number or in kind. Whereas (it is said in a comment on an earlier article of the Constitution) in European States the maintenance of the public peace was regarded as the highest function of government, and "simplicity as the sole principle of its internal administration," the development of civilisation and of political aptitudes made it necessary "to promote the welfare and prosperity of the people, both materially and intellectually, by economic and educational means"; the sphere of the State has been expanded so as to include the promotion of prosperity by positive measures of government.

In the mechanism of government in Japan and in rules of procedure there is much to interest the British student of politics. One illustration and comment will suffice. In Japan, as in Britain, there is a House of Peers; it is so called. The commentary of the Marquis Ito is worthy of John Stuart Mill and of Mr. James Bryce conjointly. The object, we are told, of having a House of Peers is not merely to admit the higher classes to some share in deliberations upon legislative proposals but also to represent the "prudence, experience, and perseverance of the people," and if it fulfils its functions it will "restrain the undue influence of parties, check the evil tendencies of irresponsible discussion, secure the stability of the Constitution." The aim of a representative system, argues the Marquis Ito, is to derive national advantage from public deliberations; wars all the political forces brought together in one House without any restraining authority, that House might "in the intemperance of biased excitement overstep the limits of propriety, and as a consequence, bring about the despotism of the majority, which may in turn lead to anarchy." The following (be it remembered) was written by the Marquis Ito some years ago: "The attack that has been made, in a certain country, upon the House of Lords as being indolent and imbecile and an impediment in the despatch of business, may be valuable as a striatum upon the temporary evils of the moment, but has no weight in the consideration of the permanent policy of the country."

FIREMAN'S FLYING LEAP.

A CIRCUS PERFORMANCE IN DREADLY FLEET.

A fine feat by a fireman is described in a New York paper.

A fire had broken out in a one-story barn used for the storage of moving vans. Hook and Ladder Company No. 23 stationed near Amsterdam avenue, and in response to the alarm the fire-engine, with a crew of eight men, was sent out, William Madden on the driver's seat.

Approaching 145th street, which is a busy transfer point for two lines of cars, Madden saw that a car was in trouble at the intersection of the tracks, and that two north bound cars were at a standstill just south of 145th street and two south bound in the same position to the north, leaving a dangerously narrow space for the passage of the fire-engine. He determined to risk it, however, and was almost at the crossing when a big automobile swung from behind the south bound cars and came on at top speed.

In almost another instant the machine and the truck would have come together, but Madden thought quickly, and with a mighty tug on the reins sent the wheels of the truck leaping up on the curb, and in that way ran it along the sidewalk for a distance of fully fifty feet.

He had hardly cleared the automobile when two little girls came out of a confectioner's. They were not more than ten feet from the horses when a policeman, who was on the spot, seized the two children and flung them back into the shop.

At the same moment Madden, to save the little girls, swung his horses to the right and crashed into a lamp-post, cutting it off as if with a knife. The shock broke the harness, and sent the two off-side horses to their knees, but they were up in a second and made a break which looked like a runaway. It was then that Chalmers, one of the firemen on the engine, made a flying leap and landed on the back of the middle horse.

Seizing the bridle, he called back to Madden, who had lost control of the animals, "It's all right, Bill!" and with the rein at the wheel in the rear steering he set like a Roman chariot driver, keeping the horses going at their fastest pace until the scene of the fire had been reached.

CHEUNG WOO.

(Established 1843.)

SHIPCHANDLER, STEVEDOR, SHIP'S PROVISION AND NAVY CONTRACTOR, COAL MERCHANT, &c.
No. 43, CONNAUGHT ROAD CENTRAL, Hongkong, 16th October, 1907. 1611

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

For Nervous Phosphoglycerate
CHAPOTEAUT'S
OF LIME
The modern restoration of the nervous system. For brainworkers, professional men, teachers, students, etc., and in debility, nervousness, dyspepsia of nervous origin and insomnia. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)
PHOSPHOGLYCERATE WINE (CHAPOTEAUT)
PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)
6, rue Vivienne, PARIS-FRANCE

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & Co. LTD. 129

SIEN TING.

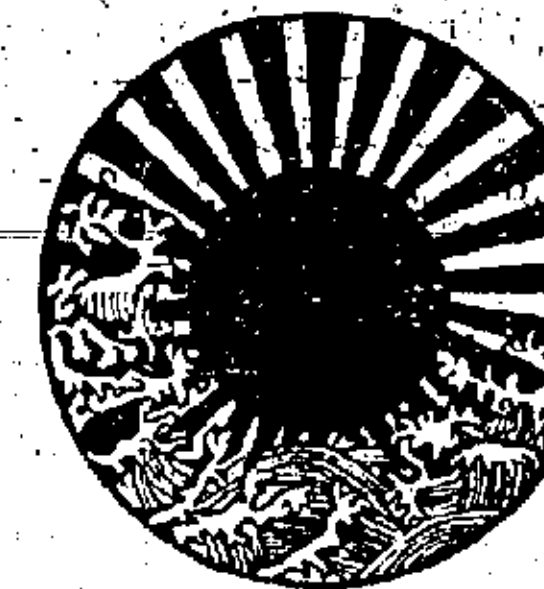
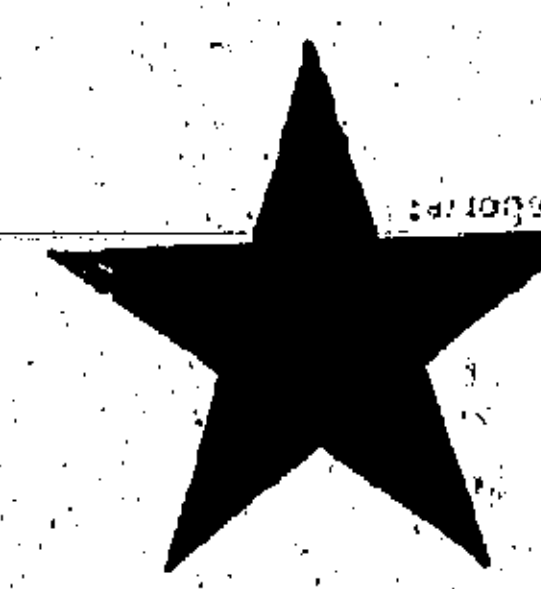
SURGEON DENTIST No. 10, D'AGUIAR STREET

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. 1549

DR. M. H. CHAUN,

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1444

JAPANESE BEER.



"YEBISU"

"SAPPORO"

"ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER

"PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions. The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA, SOLE AGENTS.

Hongkong, 12th August, 1907.

1929

Van Houten's Cocoa
The Pure Cocoa
unequaled by any other for delicious natural flavour and nourishing and invigorating properties.
"A Perfect Beverage, combining Strength, Purity and Solubility."
Medical Annual.
A Cocoa you can Enjoy
Best & Goes Farthest

The first Essential

for the preservation of the Teeth is to keep them clean by constant attention at least every morning and evening.

An Antiseptic.

Cleansing with this well known dentifrice tends still further to secure the preservation of the teeth and hygiene of the mouth.

Calvert's Tooth Powder

Cleans the Teeth

so easily, so pleasantly, and so thoroughly. That is why it is in such constant demand all over the world.

SOLD BY LOCAL CHEMISTS AND STORES.

Gives Satisfaction

every year to more and more people who have tested its efficacy and who value the appearance and condition of their Teeth.

Made by F. C. Calvert & Co., Manchester, England.

SHIPPING.

ARRIVALS.

DAKOTA, British str., 16th October—Canton.
Deli, German str., 16th October—Canton.
FOOCHOW, British str., 16th October—Canton.
GLENNAN, British str., 2855, W. Houghton,
16th Oct.—Singapore 10th Oct., General—
McGregory Bros. & Co.
HAMBURG, British str., 638, A. J. Robson, 16th
Oct.—Fochow Oct. 19th, Amoy 14th, and
Swatow 15th, General—Douglas, Lapraik
& Co.
HONGKONG, French str., 742, A. Cornelissen,
16th Oct.—Haiphong & Hoihow 15th Oct.,
General—A. R. Marty.
IYAKA, German str., 2000, Coleman, 16th
October—Wuhu 12th October, Rice—
Hamburg-Amerika Linie.
JOSHIN MARU, Japanese str., 702, H. S. Smith,
16th Oct.—Tientsin 13th Oct., General—
Osaka Shosen Kaisha.
KUEICHOW, British str., 16th Oct.—Canton.
MATILDE, German str., 16th Oct.—Canton.
PONGTONG, German str., 397, W. Botsch, 16th
Oct.—Saigon 13th Oct., General—
Butterfield & Swire.
TATSU MARU, Japanese str., 1384, H. Terimino,
15th October—Kobe and Moji 9th October,
Coal—Chinese.
VORWARTS, German str., 643, H. Franzen,
15th Oct.—Macao 15th October, General—
Jensen & Co.
ZWEIHA, British str., 1148, A. Ramsay, 16th
October—Saigon 8th October, Sugar
and General—Chinese.

CLEARANCES.

At the Harbour Master's Office,
16th October.
Abides, British ship, for New York.
Nonahy, British str., for Swatow.
Theumpen, British str., for Saigon.
Vorwarts, German str., for K. C. Wan.

DEPARTURES.

16th October.
AWA MARU, Japanese str., for Singapore.
ELCANO, American gunboat, for Manila.
FUKUSHU MARU, Japanese str., for Swatow.
IYAKA, German str., for Canton.
KUEICHOW, British str., for Canton.
Koon MARU, Japanese str., for Moji.
Luchow MARU, Japanese str., for Canton.
NICHIREI MARU, Japanese str., for Yang-On-Po.
SAMSUN, German str., for Bangkok.
Yochow, British str., for Shanghai.

SHIPPING REPORTS.

The Japanese str. Joshin Maru reports:
Strong N.E. winds and high sea.

VESSELS IN DOCK.

October 16th.
ABERDEEN DOCK.—Deli, Manzan, H.M.S.
Hart, Tai On, Triumph, Sarum, Empress of
India.
COSMOPOLITAN DOCK.—Hongkong Maru.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY
LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAIMUN."
Captain A. J. Robson, will be despatched for
the above Ports TO-MORROW, the 18th inst.,
at 9 A.M.
For Freight or Passage, apply to
DOUGLAS, LAPELLE & Co.,
General Managers.
Hongkong, 15th October, 1907. 1661



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO SINGAPORE & BOMBAY.

THE Company's Steamship
"ISTOK."
Capt. M. Tison, will leave for the above Ports
TO-MORROW, the 18th inst.
For Freight apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 5th October, 1907. 1622

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin, and QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"EMPIRE."
Captain Helms, will be despatched as above on
SATURDAY, the 26th Oct., at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To ensure the additional comfort of
passengers the Steamer of this Company have
electric fans fitted in staterooms.
For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st October, 1907. 1595

TOYO KISEN KAISHA.

SOUTH-AMERICAN LINE.

Regular Steamship Service between HONGKONG
CALLAO AND IQUIQUE, via JAPAN
PORTS (Kobe and Yokohama).
With option to Call at Mexican and other
Coast Ports.

Steamers Tons
"KATHARINE PARK" 5,000 End of Nov.
"KASATO MARU" 6,100 Some time in
March 1908.
Taking Freight and Passengers to other
Eastern and Western Coast Ports of South
America in connection with Steamers of the
Pacific S. N. Co.
K. MATSUDA, Manager,
Yokohama Building.
Hongkong, 12th October, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.

2. From Harbour Master's Office to Black Pier.

3. From Black Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL.	OCEANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & ANTWERP	MANILA	Brit. str.	—	F. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
MARSEILLES &c., via PORTS OF CALL.	INDIA	Brit. str.	—	Sellier	MESSAGERIES MARITIMES	On 25th inst., at 1 P.M.
HAYRE & HAMBURG via STRAITS, &c.	BELOGRAVIA	Dan. str.	—	Hildebrandt	MELCHERS & Co.	On 24th inst.
HAYRE & HAMBURG via STRAITS, &c.	BOHENSTAUFEN	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 24th inst.
HAYRE & HAMBURG via STRAITS, &c.	SILVIA	Ger. str.	k.w.	Bable	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG via STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Rud. Meyer	MELCHERS & Co.	On 11th December.
HAYRE & HAMBURG via STRAITS, &c.	PERVIA	Aus. str.	—	Schmer	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
NEW YORK	NIJINI NOVGOROD	Rus. str.	—	P. Craglietto	SANDER, WIELER & Co.	About 26th inst., P.M.
NEW YORK via PORTS & SUEZ CANAL	HEADLEY	Am. str.	—	—	MELCHERS & Co.	To-m. ow, P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	OCEAN MONARCH	Am. str.	—	—	ANNIEHART, KARBURG & Co.	About 26th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	SHEWAN TOMES & Co.	On 2nd November.
VICTORIA (B.C.) & TACOMA via JAPAN	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 P.M.
CALLAO AND IQUIQUE, via JAPAN PORTS, &c.	KATHERINE PARK	Am. str.	—	D. Baird	DODWELL & Co., Ltd.	On 24th Nov., at Noon.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	—	—	TOYO KISEN KAISHA	End of November.
AUSTRALIAN PORTS via PORT DARWIN &c.	EMPIRE	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	Helms	GIBB, LIVINGSTON & Co.	On 26th inst., at Noon.
VLADIVOSTOCK via SHANGHAI	GULF OF VENICE	Brit. str.	—	W. von Sendon	MELCHERS & Co.	About 30th inst.
YOKOHAMA AND KOBE	TEINAN	Brit. str.	1 m.	C. L. von Sendon	BUTTERFIELD & SWIRE	On 25th Nov., at 4 P.M.
NAGASAKI & VLADIVOSTOCK	PRINZ WALDEMAR	Ger. str.	—	W. von Sendon	MELCHERS & Co.	About 18th inst.
JAPAN	KOWLOON	Ger. str.	k.w.	T. Stehr	JAVA-CHINA JAPAN LINE	On 25th inst.
TIENTSIN	TYBODAS	Dut. str.	—	Zwart	JARDINE, MATHESON & Co. Ltd.	Quick despatch.
CHEFOO & NEWCHWANG	CHUPHUNG	Brit. str.	—	F. Mooney	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
SHANGHAI	CHUIYANG	Brit. str.	1 m.	Dowson	JARDINE, MATHESON & Co. Ltd.	On 19th inst., at 4 P.M.
SHANGHAI & CHINKIANG	CHOWANG	Brit. str.	—	Spencer Wilde	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOW	FOOCHOW	Brit. str.	1 m.	J. Davies	JARDINE, MATHESON & Co. Ltd.	To-morrow, at Daylight.
SHANGHAI, KOBE & YOKOHAMA	SOHBU MARU	Jap. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	SIROHIA	Brit. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	About 18th inst.
SHANGHAI, MOI, KOBE & YOKOHAMA	ARCADIA	Ger. str.	—	A. L. Valentini	MELCHERS & Co.	About 22nd inst.
SHANGHAI, MOI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	C. E. A. Andrews	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, MOI, KOBE & YOKOHAMA	PALEMO	Brit. str.	—	—	MELCHERS & Co.	End of October.
SHANGHAI, MOI, KOBE & YOKOHAMA	CANTON	Swed. str.	—	—	MELCHERS & Co.	About 10th November.
SHANGHAI, MOI, KOBE & YOKOHAMA	SILVIA	Ger. str.	k.w.	Bable	P. & O. S. N. Co.	Middle of November.
SHANGHAI, MOI, KOBE & YOKOHAMA	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	MELCHERS & Co.	To-day, at 4 P.M.
SHANGHAI, MOI, KOBE & YOKOHAMA	SIAM	Dan. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
SHANGHAI, MOI, KOBE & YOKOHAMA	KEICHOV	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
SHANGHAI, MOI, KOBE & YOKOHAMA	HAUNEN	Brit. str.	2 h.	A. J. Robson	BUTTERFIELD & SWIRE	On 1st Nov., at 4 P.M.
SHANGHAI, MOI, KOBE & YOKOHAMA	KURANG	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 20th inst., at 9 A.M.
SHANGHAI, MOI, KOBE & YOKOHAMA	YCHOV	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 19th inst., at Daylight.
SHANGHAI, MOI, KOBE & YOKOHAMA	YCHOV	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOI, KOBE & YOKOHAMA	JOSEPH MARU	Jap. str.	—	H. S. Smith	OSAKA SHOSHEN KAISHA	Beginning of November.
SHANGHAI, MOI, KOBE & YOKOHAMA	CHIRI	Brit. str.	1 m.	Imbison	BUTTERFIELD & SWIRE	On 19th inst., at Noon.
SHANGHAI, MOI, KOBE & YOKOHAMA	YUENANG	Brit. str.	—	T. Mayrick	JARDINE, MATHESON & Co. Ltd.	On 24th inst., at Noon.
SHANGHAI, MOI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	—	A. W. Oatbridge	SHEWAN, TOMES & Co.	Quick despatch.
SHANGHAI, MOI, KOBE & YOKOHAMA	TAMING	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 19th inst.
SHANGHAI, MOI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	E. Almond	JARDINE, MATHESON & Co. Ltd.	On 22nd inst., at 4 P.M.
SHANGHAI, MOI, KOBE & YOKOHAMA	RUBI	Brit. str.	—	E. Finlayson	SHEWAN, TOMES & Co.	On 25th inst., at 4 P.M.
SHANGHAI, MOI, KOBE & YOKOHAMA	KATONG	Brit. str.	1 m.	F. Semblil	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOI, KOBE & YOKOHAMA	BOHNEO	Ger. str.	—	M. Tiscu	MELCHERS & Co.	Beginning of November.
SHANGHAI, MOI, KOBE & YOKOHAMA	ISOK	Aus. str.	—	Bradley	SANDER, WIELER & Co.	To-morrow.
SHANGHAI, MOI, KOBE & YOKOHAMA	KURANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co. Ltd.	On 19th inst., at Noon.
SHANGHAI, MOI, KOBE & YOKOHAMA	KUMANG	Brit. str.	—	de Bruijers	JARDINE, MATHESON & Co. Ltd.	On 24th inst., at Noon.
SHANGHAI, MOI, KOBE & YOKOHAMA	TIJNAHI	Dut. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LD.,
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STAMERS	DATE OF SAILING.
MARSEILLES, HAYRE and	"INDIEN"	On 24th October.
COPENHAGEN	"CANTON"	End of October.
SHANGHAI, YOKOHAMA and	"SIAM"	Middle of November.
KOBE		
SHANGHAI, YOKOHAMA and KOBE		

For Further Particulars, apply to
HONGKONG, 5th October, 1907. 9

AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 19th Oct.
RUBI	2540	E. W. Almond	Manila	On 26th October.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

HONGKONG, 12th October, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUEZ

CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "OCEAN MONARCH"

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

HONGKONG, 14th September, 1907. 16

INDO-CHINA STEAM NAVIGATION CO.,
LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Friday, 18th Oct., NOON.
MANILA	"YUENSANG"	Friday, 18th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 19th Oct., NOON.
TIENTSIN	"CHIPSANG"	Tuesday, 22nd Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KONGSANG"	Thursday, 24th Oct., NOON.
MANILA	"LOONGSANG"	Friday, 25th Oct., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.

Penang " " " 165. " 250.

Calcutta " " " 185. " 300.

These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chofoo, Tientsin, Newchwang and Yangtze Ports
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

HONGKONG, 18th October, 1907. 18

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

By the new steamers, "RENNANIA," "HABSBURG" and "HOHENSTAUFEN." These
steamers offer to the public the highest comfort yet attained in ocean travelling. They
have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are
amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.
These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at
NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILVIA" carry first-class passengers
and return tickets issued at reduced rates available for two years. Through tickets to be
had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SILVIA ... 2nd November

SCANDIA ... 2nd December

FOR THE STRAITS COLOMBO, ADEN,
SUEZ, PORT SAID, NAPLES,
PLYMOUTH HAYRE, & HAMBURG

* HOHENSTAUFEN 30th October

SILVIA ... 11th December

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SITHONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Oct.

SILVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Nov.

DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 24th Nov.

SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.

C. FELD, LAESZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LIEBOW, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,
Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and
Persian Gulf Ports.

BELGRAVIA ... HAYRE & HAMBURG ... 19th Oct.

SUEVIA ... HAYRE & HAMBURG ... 24th Oct.

* HOHENSTAUFEN ... HAYRE & HAMBURG ... 30th Oct.

* SILVIA ... HAYRE & HAMBURG ... 11th Dec.

* Special attention of intending Passengers is drawn to the splendid accommodation of this
Steamer. Saloon and cabins amidship. Lighted throughout by electricity. Duly qualified
Doctor and stewardess carried. Laundry on board.

COAST SERVICE.

KOWLOON ... FOR NAGASAKI & VLADIVOSTOCK ... 28th October

Freight and Passengers. 12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers Tons Captain Sailing Date

† KUMERIC ... 6,232 D. Baird ... On 25th October.

SHAWMUT ... 9,606 E. V. Roberts ... On 6th November.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier
in hold-storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 4th October, 1907. 7

VESSELS ON THE BERTH

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	About 18th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA	Noon, 19th Oct.	See Special of Call.
LONDON AND ANTWERP	MANILA	About 23rd Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALERMO	MANILA	About 27th Oct.	Freight only.
SHANGHAI, MOJI, KOBE, SYRIA	MANILA	About 10th Nov.	Freight and Passage.

For further Particulars, apply to—

E. A. HEWETT,

Superintendent

Hongkong, 14th October, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and TIENTSIN	"KUEICHOH"	On 17th Oct., 4 P.M.
SHANGHAI and CHINKIANG	"FOOCHOW"	On 18th Oct., 4 P.M.
CEBU and ILOILO	"KALFONG"	On 18th Oct., 4 P.M.
BOHIO and HAIPHONG	"CHEILI"	On 19th Oct., 4 P.M.
SWATOW NINGPO and SHANGHAI	"KIUKIANG"	On 19th Oct., 4 P.M.
CHIEFOO and NEWCHWANG	"KWEIYANG"	On 19th Oct., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 26th Oct., 4 P.M.
SWATOW and SHANGHAI	"SHAHSING"	On 29th Oct., 4 P.M.
SWATOW and SHANGHAI	"YOHOW"	On 1st Nov., 4 P.M.
KOBE	"TSINAN"	On 25th Nov., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

Hongkong, 17th October 1907.

BUTTERFIELD & SWIRE,

AGENTS

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER 21 days across the Pacific in the "EMPRESS LINE" Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration)

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPRESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPRESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPRESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamers, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York \$71.10
Intermediate on Steamers 240, 242.
and 1st Class Railways.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to—
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Hiko Pier.

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	About Friday, 18th October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG"	About Tuesday, 22nd October.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST"	Wednesday, 23rd Oct., at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 7th Nov., at Noon.
KUDAT and SANDAKAN	"BORNEO"	Beginning of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th October, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, "SOSHU MARU"	Capt. T. SUREDA	FRIDAY, Oct., 18th at 9 A.M.
TAMUI VIA SWATOW, "JOSHIN MARU"	Capt. H. S. SMITH	SUNDAY, 20th Oct., at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th October, 1907.

T. ARIMA, Manager,

SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG OR AMSTERDAM.
General Agent: G. A. WHITT, London, E.C.
Coaling Agents: HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.
FRESH WATER and Ice, SHIP'S STORES and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.
For further particulars apply to the Agents at Hongkong.

HONGKONG, 1st December, 1906.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

	Tons Reg.	
"BUELOW"	8,003	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINZESS ALICE"	10,911	ON APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO
LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELOCHERS & CO.,

General Agents. 1365

NOTICES TO CONSIGNEES.

S.S. "ERNEST SIMONS"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" from Havre ex s.s. "Dordogne" from Bordeaux ex s.s. "Ville de Rochefort" and "Le Roy Lallier" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 3 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 21st inst., 1907, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 21st inst., 1907, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th October, 1907.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after P.M., the 17th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 10th October, 1907.

MITSUBISHI GOSHIKWAISHA
(MITSUBISHI CO.)COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

Cable Address: "IWASAKI"
which applies to all Branch Offices.
At ABC 5th Ed., Western Union Codelets used.
All Letters Addressed to:
MANAGER, MITSUBISHI CO.
with name of place under.
BRANCH OFFICES:—

YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima Ochi, Shionome, Nanzatsu and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, 514
No. 2, Pedder Street.

MAIL TABLES
FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents
On Paper 20 "

On Sale at the Hongkong Daily Press Office Hongkong, 26th Jan. 1907.

ON SALE.
THE
DIRECTORY AND CHRONICLE
FOR
CHINA, JAPAN, COREA, INDO-CHINA
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS
INDIA, PHILIPPINES,
BORNEO, &c.,
WITH HIGH ARE INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1907.
THE FORTY-FIFTH ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which European residents. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate Guides for the Tourist, giving every detail in connection with the place, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Completes with Fifteen Maps, and Plans, pp. 1,720, \$10.00. Directory only pp. 1,300, \$3.00.

The Directories and Descriptions are of

CHINA	JAPAN	COREA
Peking	Nanking	Canton
Tientsin	Wuhu	Whampoa
Poitaish	Kowloon	Kowloon
Chingwangtao	Kowloon	Lappa
Taku	Yochow	Samshui
Newchwang	Shansi	Kungmoon
Tairon	Ichang	Wichowfa
Port Arthur	Chungking	Kwangshuiwan
Chiefo	Hangchow	Lakhoi
Weihaiwei	Ningpo	Hohow
Kiaochau	Wenchow	Lungchow
Tainanfu	Santu	Wingtee
Mukden	Foochow	Hokow
Shanghai	Amoy	Szomao
Soochow	Swatow	
Chinkiang		

General Agents. 1365

HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA

Touane

Saigon

Cambodge

PHILIPPINES

Cebu

BORNEO

British N. Borneo

STRAITS SETTLEMENTS

Singapore, Penang, Malacca, Prov. Wellesley

MALAY STATES

Johore

Sungei Ujong

Selangor

Pahang

Jelebu

Perak

NETHERLANDS INDIA

Samarang

Padang

Sourabaya

Macassar

East Coast of Sumatra

N. A. S. SQUADRONS

British

German

Russian

Japanese

United States

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformly in every arrangement greatly facilitates reference.

The

ALPHABETICAL LIST OF RESIDENTS

contains the names of over

20,000 FOREIGNERS.

carefully arranged with the initials as well as

the Surnames in strictly Alphabetical Order,

so that any name can be found instantly.

The PROTESTANT MISSIONARIES

IN CHINA, JAPAN AND COREA are

arranged in a special separate list.

THE MAPS AND PLANS

have been engraved by one of the most eminent

Firms in Great Britain and are corrected and brought up to date. They consist this year of fourteen of the following:—

COLORED PLATE OF FLAGS OF FOREIGN HONG

MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOBE AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF TIENTSIN (KIAOCHAO)

PLAN OF FOREIGN CONCESSION, SHANGHAI

PLAN OF HONGKONG (SHANGHAI) with Inset

Showing the EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VICTORIA

PLAN OF THE PEAK

PLAN OF NEW TERRITORY (KOWLOON)

PLAN OF KOWLOON

PLAN OF MANILA

PLAN OF SAIGON

PLAN OF SINGAPORE

PLAN OF BATAVIA

The CHRONICLE covers the notable events

of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia.

Charters of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:—

TREATIES WITH CHINA
Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1890; Rules for Joint Investigation of Customs Surveys, 1891; Chiao-foo, 1895; Additional Articles; Opium Convention, 1893; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention 1897; Kowloon Extension, 1899; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1895; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1859; Additional 1868; Peking, 1890; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1881; Peking, 1880; Kiao-chau Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports 1896; Supplementary Commercial, 1903.

Russian—S. Petersburg, 1881; Russianian Land Trade, 1881.
Portugal, 1888; Commercial Treaty, 1894.
FRENCH PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention 1911; Russia, Agreements as to Corea; United States, Extradition Treaty, 1886; Great Britain (Alliance) 1911; Russia (Peace Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan-Supplementary, 1878; Japan, 1905; United States, 1893; Great Britain, 1895.

TREATIES WITH SIAM

Great Britain, 1856 and 1893; France, 1893 and 1904; Japan, 1893; Russia, 1893.

Great Britain and Russia, Siam's Frontier.
Great Britain and Russia, Railway Convention 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS
China, Japan, Siam, Corea.

LOCAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam, Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement, Table of Hongkong Court Fees, Admiralty Rules, Foreign Consular Agents, Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong Licenses, Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

The CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of £1 5s, at which it was originally published.

It is published at the Office of the Hongkong Daily Press, and can be had from any Advertisements sent through the principal Book-sellers in Asia and through:—

LONDON..... Hongkong Daily Press Office,

131, Fleet Street, E.C.

LONDON..... Mr. F. Algar, 11, Clement's Lane

LONDON..... Messrs. G. Street & Co., Ltd.,

30, Cornhill, E.C.

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

PARIS..... Messrs. G. E. Paul & Lobe

POST OFFICE NOTICE

The British Post Office at Tientsin will not be closed, but will remain open.

CHRISTMAS AND NEW YEAR PARCEL MAILS, HONGKONG.

Parcels for the United Kingdom—via GIBRALTAR—posted up to 5 p.m. on Friday, the 1st of November, are due in London about the 7th of December, and those posted up to 5 p.m. on Friday the 15th of November, are due in London on the 21st of December.

With an additional fee of 60 cents, parcels may be forwarded via BRINDISI and if posted before 5 p.m. on the 15th of November, would accompany the letter mail, due in London on the 16th of December.

Parcels intended for New Year's delivery should also be forwarded by the mail of the 15th of November, as the next parcel mail of the 29th of November is not due in London till the 4th of January, 1908, unless they are posted to be forwarded overland via BRINDISI in which case an additional fee of 60 cents must be paid, such parcels are due in London about the 3rd of December.

The rates of postage on parcel mails are as follows—

For a parcel not exceeding 3 lbs. in weight 60 cents.

7 lbs. 1.10

11 lbs. 1.30

Under no circumstances will parcels weighing over 11 lbs. be forwarded.

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

The *Arctia*, with the English mail of the 20th September, left Singapore on Saturday, the 12th inst. at 10 a.m., and may be expected here to-day, at 10 a.m. This packet brings replies to letters despatched from Hongkong on the 20th August, and the parcel mails closed in London for despatch by the all sea route on the 11th September and for despatch overland on the 18th Sept.

FOR	PER	DATE
Amoy, Shanghai, Moji, Kobe and Yokohama.	Tsiboda	Thursday, 17th, 9.00 P.
Macao	Sui Tai	Thursday, 17th, 1.15 P.
Swatow and Tientsin	Kwai-chow	Thursday, 17th, 3.00 P.
Shanghai and Chikiang	Poochow	Thursday, 17th, 5.00 P.
Hollow and Haiphong	Manthide	Thursday, 17th, 5.00 P.
Singapore and Hongkong	Intok	Thursday, 17th, 5.00 P.
Swatow, Amoy, Poochow and Shanghai	Sosho Maru	Friday, 18th, 8.00 A.M.
Swatow, Amoy and Poochow	Haiman	Friday, 18th, 8.00 A.M.
Haiphong	Hongkong	Friday, 18th, 3.00 P.
Shanghai	Chowang	Friday, 18th, 1.00 A.M.
Singapore	Antiochus	Friday, 18th, 1.15 P.
Macao	Sui Tai	Friday, 18th, 1.15 P.
Cebu and Hilo	Kaifong	Friday, 18th, 8.00 P.
Manila	Yagawang	Friday, 18th, 3.00 P.
Hollow and Haiphong	Chihli	Friday, 18th, 5.00 P.
Macao	Sui An	Saturday, 19th, 7.30 A.

NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Hongkong Maru	Registration, 9.00 A.M. Registration, 9.00 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
--	---------------	---

Manila	Zafiro	Saturday, 19th, 10.00 A.M.
Singapore, Penang and Calcutta	Katsun	Saturday, 19th, 10.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama and Seattle	Minnecks	Saturday, 19th, 10.00 A.M.
Europe, India via Tientsin		Saturday, 19th.
(Late Letters 1.00 to 1.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed to-morrow, at 5 p.m.		

Macao	Sui Tai	Saturday, 19th, 12.15 P.
Swatow, Ningpo and Shanghai	Kwai-chow	Saturday, 19th, 3.00 P.
Chowang and Newchwang	Kwai-chow	Saturday, 19th, 3.00 P.
Macao	Kwai-chow	Saturday, 19th, 3.00 P.
Swatow, Amoy and Tientsin	Hongkong	Sunday, 20th, 8.15 A.M.
Macao	Sui Tai	Sunday, 20th, 8.15 A.M.
Macao	Kwai-chow	Monday, 21st, 8.15 A.M.
Macao	Sui Tai	Monday, 21st, 12.15 P.

DIAMOND BRAND AMOROSO SHERRY

STRENGTHENING, STIMULATING, APPETISING.

Our AMOROSO SHERRY can be taken equally before, during or after meals and can be enjoyed whilst smoking.

CERTIFICATE OF ANALYSIS.
I hereby certify that I have very carefully analysed a sample of Sherry—“AMOROSO”—received from Messrs. H. RUTTONJEE & SON of Hongkong, and from the results of my investigations I have formed a very favourable opinion as to its quality as a genuine and healthful wine.

It is a pure and wholesome product, made from the best grown grapes, and is entirely free from all foreign ingredients, and possesses tonic and sustaining properties to a high degree.

I consider that it will prove invaluable for bracing the nerves, and invigorating the system.

GHANVILLE H. SHARE, F.C.S., Analyst.

11 & 12, Gt. Tower Street, London, E.C.

H. RUTTONJEE & SON.
WINE AND SPIRIT MERCHANTS,
No. 5, D'AGUILAR STREET, HONGKONG.

TO-DAY.
Annual General Meeting of the Hongkong Corinthian Yacht Club, at Club House, 5.30.
Matinee Performance, Roman Catholic Cathedral at 6 p.m.
Bandmann Opera Co. City Hall, 8 p.m.

OPIUM.

Quotations are—	October 16th
Malwa New	£820 per picul.
Malwa Old	£820
Malwa Older	£820
Malwa V. Old	£820
Persian fine quality	£700
Persian extra fine	£750
Patna New	£907½ per chest.
Patna Old	£895
Ben res New	£870
Benares Old	£870

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 33 Years From 1874 to 1906.

Price: 32 Cash. On sale at the “DAILY PRESS” Office or Local Bookellers.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK-STORE, Mr. H. RUTTONJEE'S KOWLOON STORE, No. 35, Bridge Road & Mr. AH YAU'S FERRY WAREHOUSE, Hongkong, 22nd December, 1903.

JOINT STOCK SHARE.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Pa. 200	Nominal
Banks		
Hongkong & Shanghai	\$25	\$800.
	\$25	\$800.
		1m. 277.10
		1m. 276. new
National B. of China	25	\$61.
Bell's Asbestos P. A.	125. 6d.	\$61.
China-Borneo Co.		\$104.
China Light & P. Co.		40. buyers.
China Provident		\$18.90, buyers
Cotton Mills		
Ewo	115. 50	\$18.00, sellers
Hongkong	110	\$104, sellers
International	75	\$15. 06.
Laun Kung New	110. 100	\$15. 02.
Soychue	115. 500	\$15. 27.
Dairy Farm	50	\$17.75, x.d.
Docks and Wharves		
H. & K. Wharf & G.	150	\$671, sellers
H. & W. Dock	150	11.2 sales
New Amoy Dock	150	\$11, sellers
Shanghai Dock	115. 100	\$11. 72.
Shai & H. Wharf.	115. 100	\$11. 201.
Peawick & Co., Geo.	25	\$17, sellers
Green Island Cement	10	\$14, sales & buy.
Hongkong & C. Gas	210	\$176, buyers
Hongkong Electric	110	\$104, buyers
Hongkong Hotel Co.	150	\$103, buyers
Hongkong Ice Co.	150	\$25.
Hongkong Hope Co.	110	\$25, buyers
Insurance		
Canton	150	\$20, sellers
China Fire	150	\$20, buyers
China Traders	150	\$20, buyers
Hongkong Fire	150	\$20, buyers
North China	150	\$20, buyers
Union	150	\$20, buyers
Yantai	150	\$20, buyers
Land and Building		
Hongkong Land	110	\$104, sellers
Humphrey's Estate	110	\$104, buyers
Kowloon Land & B.	110	\$104, buyers
Westland Land	110	\$104, buyers
Westland Building	110	\$104, buyers
Mining		
Charbonnages	150. 250	\$470, buyers
Reals	150. 10	\$191, buyers
Peak Tramways	110	\$12, buyers
Philippine Co.	110	\$12, (new) buy.
Refineries		
China Sugar	110	\$100, sales
Luzon Sugar	110	\$100, sales
Steamship Companies		
China and Manila	150	\$15, buyers
Douglas Steamship	150	\$15, buyers
H. Canton & M.	150	\$15, buyers
Indo-China S.N. Co.	25	\$430, Prefd., sel.
Shell Transport Co.	40	\$43, sel.
Star Ferry	40	\$43, sel.
Do. New	40	\$43, buyers
South China M. Post.	150	\$15, buyers
Steam Laundry Co.	150	\$15, buyers
Stores & Dispensaries	150	\$15, buyers
Campbell, M. & Co.	150	\$15, buyers
Powell & Co., Wm.	150	\$15, buyers
Watkins & Co., A. S.	150	\$15, buyers
United Asbestos	150	\$15, buyers
Co., Founders	150	\$15, buyers
Union Waterboat Co.	150	\$15, buyers

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From October, 17th to 23rd 1907.

HIGH WATER.				LOW WATER.			
Date	Time	Height	Direction	Date	Time	Height	Direction
Thurs. 17	7.15	10.5	W	Thurs. 17	0.45	1.0	E
Fri. 18	7.21	10.5	W	Fri. 18	0.33	1.0	E
Sat. 19	7.25	10.5	W	Sat. 19	0.25	1.0	E
Sun. 20	7.28	10.5	W	Sun. 20	0.18	1.0	E
Mon. 21	7.30	10.5	W	Mon. 21	0.12	1.0	E
Tues. 22	7.32	10.5	W	Tues. 22	0.08	1.0	E
Wed. 23	7.34	10.5	W	Wed. 23	0.04	1.0	E

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 16th.

Barometer	29.04	29.05	29.06
Temperature	81	80	80
Humidity	66	71	72
Wind Direction	E	E	E
Force	2	4	3
Weather	c	c	c
Rain	0	0	0

Highest open air Temperature on 15th 82°

Lowest open air Temperature on 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

On 15th 77°

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. str. *Arctia* left Singapore for this port on the 12th inst. at 10 a.m. with the outward English Mails, and is due here to-day at about 10 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Waldemar* left Manila on Tuesday the 15th inst. at 5 a.m., and may be expected here to-day.

The I.G.M. str. *Kleist* left Kobe via Nagasaki and Shanghai on Sunday the 13th inst. p.m., and may be expected here on or about Tuesday the 22nd inst.

THE AMERICAN MAIL.
The O. & O. str. *Korea* sails from Yokohama on 14th inst. and is due here on the 21st inst.

THE CANADIAN MAIL.
The C.P.R. str. *Montague* arrived Shanghai at 5 a.m. on Tuesday the 15th inst., and left again at 5 p.m. same day for Hongkong where she is due to arrive at 1 p.m. to-morrow.

The C.P.R. str. *Empress of Japan* left Vancouver on Tuesday the 1st inst. for Hongkong via the usual port of call.

THE N.Y.K. str. *Hibiki Maru* (European Line) left Singapore for this port on the 11th inst., and is expected here on the 20th inst.

The J.C.P. str. *Typhoon* left Moji via Amoy for this port on the 12th inst., and may be expected here on or about the 20th inst.

The British str. *Oriel* left Kuchinotzu on the 15th inst. for this port, and is due to arrive here on or about the 20th inst.

The E. & A. str. *Eastern* left Sydney via Queensland Ports for this port on 9th inst.

The Swedish str. *Canton* left Port Said on Sunday the 6th inst., and may be expected here on or about Wednesday the 30th inst.

THE VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. E. S. Abraham

Mr. F. R. Adams

Mr. J. P. F. Jokl

Mr. J. M. Joseph

Mr. J. H. Backhouse

Mr. H. G. Battiscombe

Mr. A. W. B. une

Mr. R. B. Beattie

Mr. S. B. B. une

Mr. R. J. Birbeck

Mr. S. B. B. une

Mr. A. B. B. une

Mr. E. W. Carpenter

Mr. A. Carter

Mr. H. E. Colvin

Mr. A. H. C. ock

Mr. J. C. C. ock

Mr. G. C. C. ock

Mr. W. C. C. ock

Mr. T. C. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock

Mr. H. J. C. ock